

The  
MILWAUKEE  
MAGAZINE

JUNE, 1929



GALLATIN GATEWAY  
TO  
YELLOWSTONE NATIONAL PARK



*All branches on the same tree; all growing out of  
the Chrysler root principle of standardized quality*

CHRYSLER MOTORS PRODUCTS INCLUDE:

CHRYSLER "75" . . . CHRYSLER IMPERIAL . . . CHRYSLER "65"  
DODGE BROTHERS SENIOR . . . DODGE BROTHERS SIX  
DE SOTO SIX . . . PLYMOUTH  
DODGE BROTHERS TRUCKS, BUSES *and* MOTOR COACHES  
FARGO TRUCKS *and* COMMERCIAL CARS  
CHRYSLER MARINE ENGINES

## Team-Work!

IN THE great forces united in Chrysler Motors there is a singleness of purpose which is at once unique and inspiring—and which explains the surpassing character of Chrysler Motors products in all price fields, from the lowest to the highest.

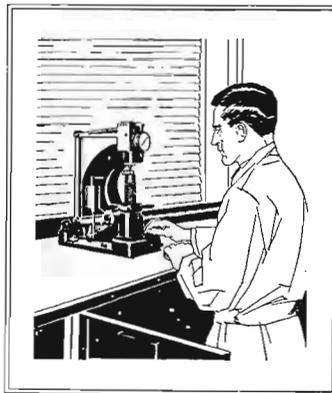
Between all units of Chrysler Motors there is a complete unity. It is a case of team-work in *everything*—in research, in engineering, in purchasing, in manufacturing, in financing.

The great group of Chrysler Motors properties operate as *one*—in purpose as well as in practice—combined under one central management and under the inspiring personal leadership of Walter P. Chrysler.

All members of the group share alike the untold advantages and savings resulting from this unity of thought and effort. There is a mutual helpfulness, for example, in the fact that there is, throughout the group, a constant interchange of ideas.

All efforts are bent toward the same goals of *higher efficiency, better quality, increased volume, lower prices*—to render better public service to the individual buyer of every Chrysler Motors product.

Thus, team-work plays a real and important part in making and keeping Chrysler Motors products incomparably ahead—in performance, in style, in quality, in economy and in value.



THE DIAMOND HAMMER

*The Scleroscope or diamond-pointed hammer registers by its height of rebound the hardness of any finished material without injury to the surface. This is only one of the many hundreds of tests to which Chrysler Motors parts are subjected.*

FOR BETTER PUBLIC SERVICE

# CHRYSLER MOTORS



# YELLOWSTONE

CHICAGO  
MILWAUKEE  
ST. PAUL  
AND PACIFIC



## Over Trails of Old thru New Gallatin Gateway



Long ago the sinuous 85-mile route up Gallatin Canyon was the trail of the Indian and trapper. Now, newest of all entrances to Yellowstone. Snow-capped mountains, cloaked by pine and aspen, cut by turbulent waters, cleft by chameleon canyons—here is the birthplace of old West romance.

Only the electrified line to Gallatin Gateway. Where rails end, The Milwaukee Road's hospitable, mountain-cradled Gallatin Gateway Inn—and motors for the glorious ride (no added cost) to geysersland.

On June 20th this year, Gallatin Gateway will be honored with the official opening of Yellowstone National Park. Thousands will visit its mystic wonders throughout the summer, and The Milwaukee Road, with the newest, the most spectacular of all entrances, should receive a notable share of Park travelers. It's up to us—let's make Gallatin Gateway the most popular entrance to Yellowstone.

Geo. B. Haynes  
Passenger Traffic Manager

W. B. Dixon  
General Passenger Agent

# The MILWAUKEE ROAD

ELECTRIFIED OVER THE ROCKIES TO THE SEA

## Why Wait? Get it Now!

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

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

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

### Continental Casualty Company

(The Railroad Man's Company)  
Chicago

#### CUT OUT AND MAIL TODAY

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

I am employed by the MILWAUKEE SYSTEM,  
\_\_\_\_\_ Division.

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

My age is \_\_\_\_\_

Name \_\_\_\_\_

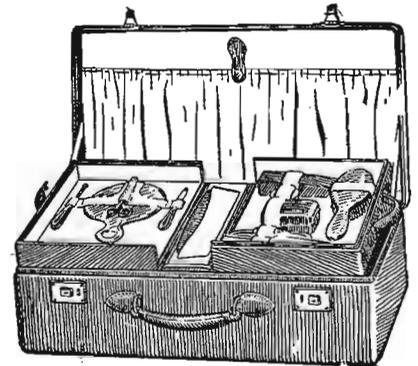
ADDRESS \_\_\_\_\_

## CONTENTS

	Page
The Park Season Opens .....	3
Summer Course in Transportation at Harvard .....	6
Good Records in Electric Locomotive Maintenance Made Better .....	6
Our Off Line Agencies .....	7
Obituaries .....	10
The Veterans' Meeting .....	10
Attends White House Luncheon .....	10
The Upper Peninsula of Michigan .....	11
The Bureau of Safety .....	14
Claim Prevention .....	17
Help Wanted .....	19
Milwaukee Bowlers' Tournament Prize List .....	20
The Milwaukee Railroad Women's Club .....	21
At Home .....	25
Special Commendation .....	27
On The Steel Trail .....	29



# Luggage for a Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:  
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES  
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

*Always glad to offer gift suggestions for usual or unusual occasions.*

**OMAHA PRINTING CO.**  
LUGGAGE DEPARTMENT

Farnam at Thirteenth  
OMAHA, NEBRASKA

## The National Parks Season Opens

JUNE is opening month for the National Parks. Yellowstone has its official opening June 20, and an interesting program has been arranged for Gallatin Gateway.

Those in charge of the program hope to have some of the striking features of old frontier days, such as the pony express rider, an ancient stagecoach, etc., the pony rider to dash up to Gallatin Gateway with an announcement that Yellowstone Park is open, a cowboy band and some prominent speakers who will make brief talks before the departure of the coaches for the park.

The Governor of Montana and some other prominent state and government officials have been invited to meet President Scandrett of The Milwaukee Road, and those present at the festivities will have the pleasure of hearing a few words from each of the guests and the host of the occasion, Mr. Scandrett.

Yellowstone is, of course, the major attraction in our National Park System because of its size and of the varying character of its wonderland. Geysers, sputtering mud pools, mountains that emit steam from numerous pores up and down their slopes, and still others that growl and roar and hiss, and all the other phenomena which makes Yellowstone unique on this continent. No other geysers are known to exist on this continent and none others in the known world comparable to the collection in our greatest national park. Added thereto are the beauties of rivers, cataracts, cascades, lakes, high altitudes, the thrill of crossing the Continental Divide twice on the park tour, and the crowning glory of all, the magnificent Grand Canyon of the Yellowstone River, where the mighty stream plunges twice over sheer precipices and races down in the far depths of its canyon amid glories of color, scenic splendor and beetling crags, unrivalled in beauty and untouched in its lonely grandeur.

Fitting prelude or appropriate finale to this greatest of all vacation tours is the drive through the Canyon of the West Gallatin River, between Gallatin Gateway Inn and the West Yellowstone entrance to the park. The glories of Gallatin Canyon have been sung many times over, but words are inadequate to paint the kaleidoscopic beauty of that trip. Winding upward on mountain slopes, it is as if a landscape gardener with the artist's eye had laid out the route to command wonderful far-off vistas, dark aisles through heavy forests, tempting glimpses of the wild river below where the trout are aleap, their silvery sides glistening in the sunlight; and always there are the towering mountains.

Not the least of the attractions of the Gallatin Gateway to Yellowstone Park is the comfort and delight of a thoroughly modern hotel with rest and good food to set the traveler on his way or to

bring to an end a perfect journey in a perfect way. In beautiful Gallatin Canyon and luxurious Gallatin Gateway Inn, Milwaukee employes have unequalled "talking points" to solicit and secure business for our park route. Since its opening, our route has increased in popularity, the number of tourists into and out of Yellowstone Park, "Gallagaters" as General Passenger Agent Dixon names them, has measurably increased each year. Let us all get into the game again this year and help our Passenger Department to



Grand Geyser. Note the Yellowstone Bear.

roll up a grand record. The new train schedules have materially decreased the running time of the coast trains. The Olympian and Columbian continue to be the world's finest trains, with electric motive power through the mountains where everyone wishes to be out on the observation cars, doing away with smoke and cinders; roller bearings for added comfort and better sleep, and every detail of art moderne and modern science receiving the most painstaking attention.

### Rainier National Park

The date of the official opening of Rainier National Park is set also for June 20, and the grand old mountain, 14,524 feet high, unrivalled in its supremacy of all the peaks of the Cascade Range will be on its annual summer parade.

Every year the park commissioners of the United States improve and add to the facilities for reaching the upper slopes of The Mountain, and the inns and camps that are located at intervals along the Government Road to Paradise Park on the line of perpetual snow. It is now one of the easiest and most enjoyable vacation side trips, to take train at Seat-

tle or Tacoma to Ashford, thence in the park motor coaches over broad and winding roads up, up through the dim, cloistered aisles of the great National Forest which cloak the mountain's lower slopes, crossing wild mountain torrents with now and again rare glimpses of the glistening, snowy peak far above.

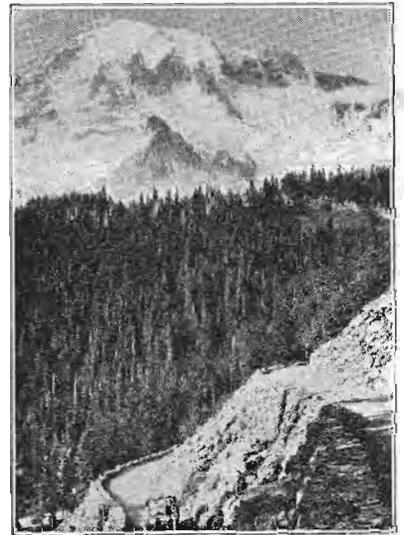
National Park Inn and Longmire Springs, the half-way house, Glacier Camp on the terminal moraine of Nisqually Glacier and finally beautiful Paradise Inn, overlooking on the one side a great meadow of Alpine flowers; and on the other hobnobbing at close range with "snows that are older than history." Crackling wood fires in the great reception hall of the Inn give warm welcome, and after nightfall the roaring campfire out on the ridge, where the moon shines in silvery glory over the lonely white peak that towers to unbelievable heights just over your shoulder. It is mystery and antiquity in the solemnity of the night.

Rainier Park is exclusively the mountain, because its confines terminate at the foot of its slopes and its boundaries extend clear around its base. Skyward the peak is the limit, and in this area is an exhibition of Nature's wonder-working on a scale of unparalleled grandeur. On the mountain sides hang the largest number of "live" glaciers of any mountain in the United States south of Alaska. Many of the glaciers are accessible by trail, and with good guides, an ambitious mountaineer may ascend to the great heights by faring out on to these huge ice rivers and toiling over their ice-tossed surfaces; or by clambering up the man-made trails, while he, who is content with a longer distance view of the splendid scenes, may sit on the ridge above Paradise Inn, with his feet against a snow bank or toward a glowing camp fire and watch his eager brother following the careful footsteps of his trained Alpine guide on the upward hike. Across Paradise Park, comes the racing Paradise River, leaping and cascading, the music of its waters breaking the silences of the upper air; and pushing up through the snow fields and nodding in the mid-summer sun are myriads of Alpine flowers. The flora of Mount Rainier comprises over four hundred varieties, and as there is a strictly "verboten" order against picking the flowers, these mountain beauties grow and flourish and add their ranks of color to the stupendous picture.

Over night in "Paradise" gives the enjoyment of the camp fire and the view of the great mountain canopied by the stars and brooding in the darkness. It is an eyrie sight and one never-to-be forgotten. The trip is also made in a day, with lunch at Paradise and a sufficient time to glimpse some of the magnificence of nature seven thousand feet above sea-level. Mount Rainier is flanked with rugged and lofty peaks, which deserve at-



The West Gallatin River. Gallatin Gateway Highway at Right.



Looking Toward the Summit from Inspiration Point



One of the Spanish Peaks seen from Gallatin Gateway Road.

tention and admiration, for they speak the varied language of nature in her grandest mood, and from heights of vantage in Rainier Park a great panorama rolls away of far-flung hills, dim valleys

with silvery rivers threading their way toward the sea; and over all, the dark green mantle of the forest primeval. Look where you will, there is inspiration and awe in the picture.

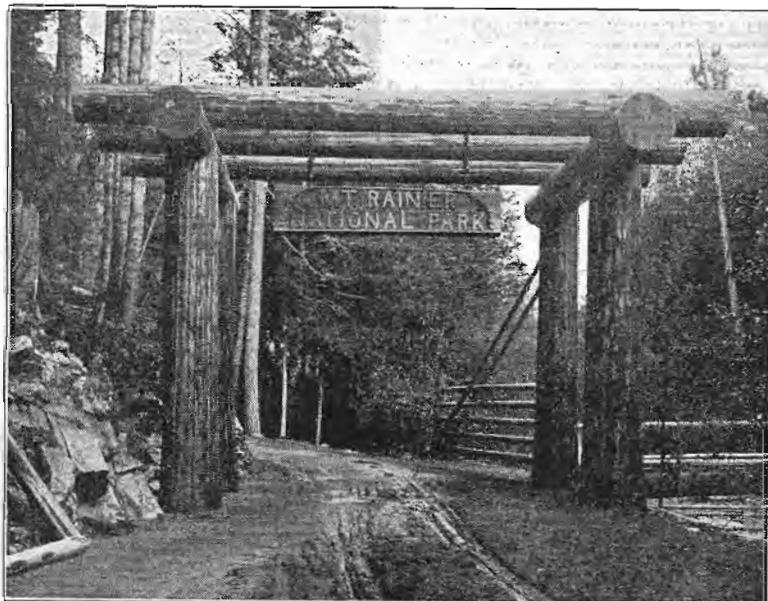
The Rainier Park schedule is complete and may be had from the Passenger Department, giving all details of the trip from the West Coast terminals, Seattle and Tacoma, with park rates, including hotel and camp charges. Visitors to Mount Rainier take away with them an ineffaceable memory of the forces of nature which have been at work through the ages, carving this stupendous monument to her glory.

#### The Mount Baker National Forest

In the northwest corner of the State of Washington is another of the "Lone Fire Peaks" of the Cascade Range.



"Avalanche Lily" Come Down for Chow. One of Her Cubs in the Background.



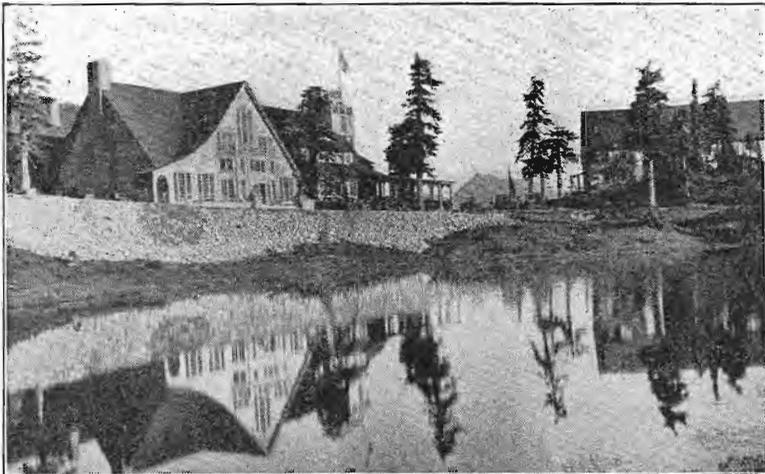
Entrance to Rainier National Park.



Mt. Shuksan Mirrored in Sunrise Lake, as Seen from Mt. Baker Lodge.



Paradise Valley and Paradise Inn, Mt. Rainier National Park.



Mt. Baker Lodge, in the Heather Meadows of Mt. Baker National Forest.



Mount Baker and Chain Lake, Near Bellingham, Washington.

Mount Baker, 10,827 feet in height, snow crowned, glacier hung and forest mantled, a king of the North. The Mount Baker National Forest has in late years grown into a favorite vacationland, because of the building of a splendid highway from the city of Bellingham to its beautiful flower-covered meadows, 4,200 feet up on the slopes of the mountain, where a hand-

some and comfortable hotel, Mt. Baker Lodge, has been erected to care for the visitors who come yearly in increasing numbers to enjoy the all-enveloping magnificence and visit the wonders of the glaciers, the forest-rimmed lakes, the rushing torrents and the lovely heather meadows.

Mt. Baker and its sister peak, Mt.

Shuksan, over 9,000 feet high, stand eleven miles apart, but they are joined half-way up by the great Heather Meadow on which Mt. Baker Lodge has been built, and the windows of the lodge have for their landscape outlook the great white mountains, Baker with its snowy crown, Shuksan with its lofty head bared to the clouds in a sharp rock pinnacle, one thousand feet in height.

The beautiful Alpine park that has been named Heather Meadow, is many miles in area and contains a charming aggregation of lakes, evergreen thickets, trout streams and natural flower gardens; and the windows of the lodge look out on this charming picture, topped in the background by the towering peaks of Baker and Shuksan.

Mt. Baker, like other of the lone snow peaks of the Cascades, enjoyed a picturesque name given it by the Indians, who called it Koma Kulshan, and later it became to them the symbol of "The Great White Watcher," because from sea and land, to north, west and south, its snowy peak peers over the intervening hills like a guardian of the ports and a watcher over the tribes.

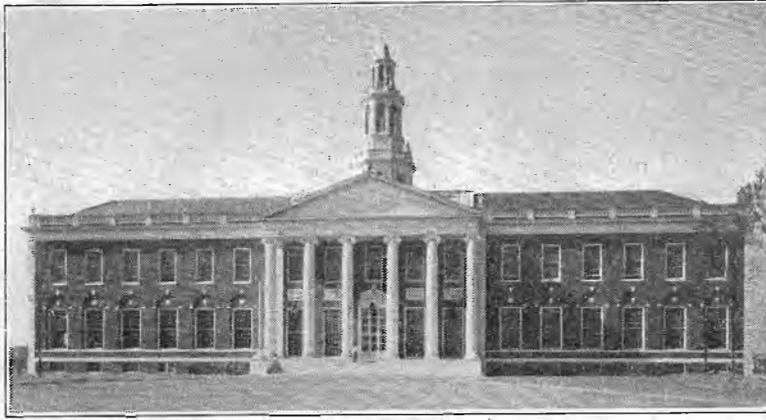
Mt. Baker Lodge is one of the newest of northern resorts and is also one of the loveliest of Alpine taverns, being not in the strict sense, a tavern, but a luxurious, commodious hotel, situated in the heart of wild mountain country. There are one hundred guest rooms, in all, sixty of which are equipped with private bath and telephone service. The rooms are electric lighted and electric heated. Think of that for a hotel in the heart of the glaciers. The region all about abounds in glaciers, one of which, Table Mountain Glacier is easily reached in an hour's hike from the lodge, and it is "a safe and novel playground." For the adventurous, the ascent to Baker's summit is accomplished under the direction of experienced guides.

On the road to Mount Baker, is an attractive auxiliary camp at Shuksan, in the heart of the forest. This camp is reached at an altitude of 2,000 feet and is the rendezvous for many interesting scenic trips and to the fishing streams and lakes of the vicinity.

From Seattle, this side trip is most interesting. Taking steamer on Puget Sound, the voyage includes a cruise through the San Juan Islands, a western replica of the Thousand Island trip on the River St. Lawrence. Landing at Bellingham, the journey continues by private motor or motor stage over the Mount Baker National Forest Highway on easy grades, a wonderful sixty-mile drive through scenic beauties of unusual and enchanting variety, with ever and anon "The Great White Watcher" peering over the hills or down through the forests and guiding and guarding always.

This side trip may be made in two to three days from Seattle, but where there is so much of beauty and natural grandeur to visit and to marvel at, it is best not to cut one's visit too short. The summers of that far Northland are mild, intense heat is unknown and neither is it too cool for all out-door pleasures.

With the foregoing, bringing to attention of Milwaukee employees the National Parks and Forest which is tributary territory to our summer routes of travel, we may each one of us constitute ourselves into travel solicitors and put across a big summer vacation travel into the wonderlands of our western mountains.



The Harvard University Business School.

## Summer Course in Transportation at the Harvard Business School, July 1 to Aug. 10, 1929

LAST summer the Harvard Graduate School of Business Administration in Boston, Massachusetts, conducted a special six weeks' session for men actively engaged in business. The session met with such success that the faculty decided to continue the experiment again this coming summer from July 1 to August 10. This experiment is of particular interest to railway men because of the course in Railway Transportation offered by Professor Winthrop M. Daniels of Yale University, and Professor William J. Cunningham of the Harvard Business School. Last year representatives from a number of the large railroads attended the Transportation course. These men represented every branch of the service.

A novel idea has been adopted by the university authorities concerning admission to the Special Session. Instead of admitting men on the basis of previous educational work, they are enrolled when recommended by the company for which they work. The school authorities assume that only mature men holding responsible positions, who will be able to contribute general ideas to the session, will be recommended by railroad officials. The number of men admitted to the course is limited so that active classroom discussion can be carried on. Last summer 30 students were admitted to the Transportation course. The course is specifically planned for junior officers and various operating and departmental heads of railroads.

Instruction is based on the case and problem system which is the method employed at the regular winter sessions of the school. It involves "round table" discussions of actual problems which arise in the various phases of transportation work. Thus, not only does a man attending the session get a definite knowledge of many ideas and facts relating to transportation, but also a method of thinking and an approach to railroad problems, which should be very valuable. Problems and cases are assigned one day for discussion in class on the following day. Also a few special written reports are assigned to different men from time to time. Classes meet four hours a day, five days a week. At least four or five

hours' additional time each day is required for reference work and the solution of the different cases and problems. The course this coming summer will again be divided into two parts: (1) economics and (2) administration, running concurrently. Part 1, railway economics, will treat, in general, of railway rates and governmental regulation. This part of the course will be organized around the following topics: industrial expansion through the promotion of regional specialization in production; the general principles underlying the making of railroad rates, involving an analysis of costs as affected by variations in traffic volume; the characteristic rate structures in the different rate territories; the origin and growth of regulation by commissions; the framework of Federal regulatory legislation culminating in the Transportation Act of 1920; the Interstate Commerce Commission's processes of valuation for rate-making, capitalization and recapture; the problem of railroad consolidation; and the financial structure of railroad corporations, together with an analysis of the Interstate Commerce Commission's functions and procedure.

On the administrative side, Part 2, attention will first be given to the fundamental principles of organization, illustrated by typical organization charts, and a discussion of interdepartmental relationships. The administrative aspects of maintenance of way, structures and equipment will be considered. Special emphasis will be placed upon the problems of the transportation department in the design and operation of yards, terminals and trains. Under each departmental heading attention will be paid to problems of personnel. Following a brief reference to the principles of railroad accounting, there will be a more extended discussion of the technique of statistical control.

The object of the course is to present the broad economic and administrative problems of the railroads not ordinarily falling within the experience of the specialized duties of the department head or junior executive.

JOHN C. BAKER, *Assistant Dean, Harvard University, Boston, Mass.*

## Good Records in Electric Locomotive Maintenance Being Made Better

*From the Office of the Electrical Engineer, Seattle*

CONSIDERING the work performed by our electric locomotives on the Rocky Mountain and Coast Divisions, and the difficult conditions of climate, profile, and curvature under which they perform their heavy duty, their reliability and low cost of maintenance have always received favorable comment.

During the year 1928, improvements in previous good records, both of reliability and maintenance cost, have been made.

A single electric passenger locomotive is used throughout the year (except in the months of summer traffic on trains of 14 cars or more) to handle the heavy passenger trains up hill and down over the mountain ranges.

One, two, or three freight locomotives are used for each freight train, depending on the ruling grade and weight of train. On the 1.7% grades, 4,500 to 4,800-ton trains are handled with three locomotives. On level or light grade sections, a single electric locomotive is used to handle trains up to 6,000 tons.

These locomotives receive general inspection, and light repairs if required, every 5,000 to 7,500 miles. When kept in first class condition they do not require a general overhauling except after several years of service, and some locomotives have made 300,000 miles or more since their last general shopping, and are still piling up more mileage.

Even with such mileages between shopings, the locomotives are far from being out of condition. For the year 1928 one division established a record of over 1,000,000 miles per engine failure for freight locomotives and about 85,000 miles per engine failure for passenger locomotives.

The average cost for maintaining all electric locomotives in 1928, including all labor, material, and overhead expense, was about 11¾ cents per mile for the freight type and 21 cents per mile for the passenger type. These costs represent the average costs for all locomotives, but on one division costs were considerably less than these average figures. The added cost for the passenger type of locomotive is largely due to the more severe requirements of passenger service, extra cost of maintaining train heating boiler and train lighting equipment carried on the passenger locomotives, cost of accident repairs, and cost of improvements and changes made on the passenger locomotives during the year.

Electric locomotives have been damaged in service by accidents of various kinds. This should not be unexpected, considering the fact that they operate on the most difficult and mountainous divisions of the entire system. In all cases the damaged locomotives have been repaired by railroad forces and turned out of the shops at Deer Lodge or Tacoma, as good as when new. In 1920, when two electric freight locomotives were derailed by a landslide near Garcia, and rolled down the mountain side for about 600 feet, they were rebuilt and placed in first class condition at Tacoma Shops for less than one-fifth the cost of new locomotives.

The question is often asked if our electric locomotives "aren't getting old." Yes, they are, but they do not show it. Although some of them are now fifteen years old, they are, in general efficiency and reliability, as good as any electric locomotives now in operation. When they come out of the shops after a general

shopping, with all equipment repaired, cleaned, inspected, and tested, and with a bright new coat of glossy black paint or even a "Duco" finish, they are actually better than new, as some improvements have been made in them since they were first placed in service.

## Our Off-Line Agencies

**W**HY is an "Off-Line" agent, and what are the duties of such a representative? With the idea in mind of answering in part, the above questions, so that the readers of this Magazine might be brought in closer mental contact with the men in the far outposts who are engaged in securing business and making revenue for our railroad, it was intended to present the entire group, together with a little resume of their territory and activities.

As many of them responded generously to the request for data it has been found impossible to publish them all in one issue. They are, therefore, grouped, and those in this month's Magazine are the representatives of The Milwaukee Road in the territory east of Buffalo. Next month other groups will follow until all are presented to our readers.

It is not amiss, here, to call attention to some of the varied duties of an off-line representative, as outlined by Assistant Freight Traffic Manager T. W. Proctor:

"He is the sole link between the shipping public and the railroad he represents in the territory that he covers, and it is his duty to keep in touch with all receivers and shippers of freight and protect the interests of the company that he represents.

"Being separated sometimes by great distances from the general office, he must have a very clear understanding of the rules and regulations, rates and divisions, governing the handling of the freight in and out of his territory. It behooves him, therefore, to keep a very complete tariff file which should be, and is, available for public use at all times.

"In most cases the outside representative is also in charge of the passenger business, so that he must be familiar with that branch of the service, and the success of the agency must necessarily be coupled with keeping himself posted on all matters pertaining to freight and passenger business in order to be of service to the patrons of the railroad he represents."

### The Boston Office of the Milwaukee Road

*F. D. Dodge, General Agent*

**T**HIS agency was established about 1875 and has remained open continually except approximately two years during the war. The territory covered includes all of New England, Montreal and east in Canada, including Nova Scotia and New Brunswick. The personnel at present consists of a general agent, three traveling agents and two clerks.

It is an accepted fact that very few persons living outside of New England realize what that territory represents. It is true that its mileage is only two per cent of the country's total and it could be tucked away in one corner of Texas, but the population is seven and a half



**General Agent F. D. Dodge, Boston, Mass.**

per cent of the total and claim is made that fourteen per cent of the wealth is owned and controlled here. New England is rich in historical lore and from an educational standpoint, it is second to no other locality.

In the United States it is reported that three hundred and forty-five articles are manufactured and two hundred and seventeen of these are produced here. In value this represents eleven and a half per cent of the total. There are only a few large industries in this territory, but there are thousands of medium and small ones distributed throughout every city and almost every town.

Some of the larger commodities that are produced or manufactured here are marble, granite, potatoes, fish, paper, builders' hardware, woodenware and cranberries.

Loading conditions have changed here in recent years, and it is estimated that the less-than-carload tonnage is at least sixty-five per cent of the total.

As a summer playground, New England cannot be surpassed. There are the mountains of Maine, New Hampshire and Vermont dotted everywhere with lakes, ponds and rivers providing good boating and fishing. Our coast line is remarkable, changing from the rocky wooded shores in the northern part to the miles of beautiful sandy beaches in the south, broken now and then by wonderful harbors where the largest of pleasure boats may safely drop anchor. New England is a good place to play in; work in, and to live in.

### Philadelphia Office of the Milwaukee Road

*A. H. Murphy, General Agent*

**T**HE "Milwaukee" Road first opened an office in Philadelphia, frequently



**General Agent A. H. Murphy, Philadelphia, Pa.**

termed the World's Work Shop, over thirty-one years ago—to be exact, March 14, 1898, although prior to this date, the territory had been covered by traveling representatives from our New York office. Since 1898 we have had an office here continuously, excepting for a time during the World War, when the roads were under federal control and all off-line offices closed. For over 28 years, excepting the war period, the office was under the direction of Mr. Geo. J. Lincoln. It is pleasing to here state that Mr. Lincoln, now assistant general agent, continues in good health and active in the service.

The Philadelphia agency is a joint freight and passenger one, with a total force of eight employees. Our territory embraces eastern Pennsylvania, lower half of New Jersey, Delaware, eastern Maryland, a small section of West Virginia, the District of Columbia and the state of Virginia, an area with a population of over 15,000,000 or about one-eighth the population of the United States. The territory has long been characterized as a miscellaneous commodity field, the diversification of industry being such that no one industry predominates such as iron and steel in western Pennsylvania or automobiles in Michigan. The Philadelphia territory is, nevertheless, noted for the production and shipping of many well known and nationally advertised commodities, such as Baldwin locomotives, Campbell soups, Stetson hats, Disston saws, Victor talking machines and records, Hershey chocolates, Wilbur chocolates, Lee puncture-proof tires, Atwater Kent radios, Allen's flexible flyer sleds, Fels Naptha soap, Hires root beer, Roebbling cable and wire, Armstrong linoleum, Congoleum-Nairn linoleum, Saturday Evening Post, Ladies' Home Journal, Country Gentleman, Farm Journal, etc. Philadelphia, itself, produces in large volume, rugs and carpets, hosiery and almost every description of textile goods, drugs, leather, agricultural implements, soda, ink, auto bodies, lace

goods, sugar, cigars, clothing, radio cabinets, storage batteries, chemicals, cotton waste, etc. The outside territory produces many of the commodities manufactured in Philadelphia and, in addition, switch boards, circuit breakers, bottles, earthenware and pottery, paper products, wire rope, machinery of various kinds, steel, fire brick, bottle caps, asbestos shingles and pipe covering, hydrants, anthracite coal, Virginia cigarettes, Virginia peanuts, Jersey cranberries, white and sweet potatoes, shucked frozen oysters, etc. From the foregoing, some idea can be gleaned as to the multiplicity of commodities turned out in this territory, all of which find marts in territory west of Chicago.

In the Philadelphia district, there are also a large number of companies with general offices and traffic departments, but whose plants, all or in part, are located outside our territory, such as the nation's three largest explosive powder manufacturers, viz.: Du Pont, Hercules and Atlas, Wilmington, Del., Bethlehem Steel Co., Bethlehem, Pa., U. S. Cast Iron Pipe & Foundry Co., Burlington, N. J., etc. At Washington, D. C., practically all government traffic is controlled and routed, either by the Federal Traffic Board or by the Traffic Division of the various government departments and bureaus. This government traffic last year, via the "Milwaukee Road," to competitive destinations, ran upwards of 1,000 cars.

Our freight solicitation activities are also closely allied with in-bound tonnage, such as lumber from the Pacific Northwest and California and millwork from Wisconsin; fruits and produce from California, Oregon, Utah, Colorado, Washington, etc.; grain and flour from Missouri, Iowa, Dakotas and Minnesota; live stock from Iowa and Minnesota; radios from Chicago, moving over our southeastern line. We recently had a train of thirty-three cars Majestic radios from Chicago, routed our line to West Dana, c/o B. & O. The train left Chicago after midnight on a Friday and reached Philadelphia 3:00 p. m. Monday.

With regard to our activities in the interest of passenger traffic. The cities of Philadelphia, Washington and Baltimore, in the order named, produce the bulk of our passenger business, which is on the gradual increase year after year. Washington, for its population of 500,000 people, produces a considerable portion of passenger travel to western states. This is readily understood when mention of government activities is made, also the political importance of the nation's capital. It is also of interest to mention that the government employs over 60,000 men and women in Washington alone. All government employes are granted thirty days leave of absence each year, with pay. Many of these take their vacation during the summer months and tour the West.

While Philadelphia, Washington and Baltimore require a lot of our time and attention, all sections of our territory are covered periodically in the interest of individual and organized movements. Convention and tourist travel become very active after May 15 and continues so until after the middle of August. Frequently, however, there is contact over quite a period with travelers to the far west, in advance of their departure, par-



General Agent M. H. McEwen, New York, and His Office Force. Mr. McEwen is Third from Right, Back Row.

ticularly so with transportation committees of fraternal and other organized bodies. Many of these select their official route to the convention, and return, and perfect transportation arrangements months in advance. In connection with our passenger work, it may be of interest in passing to mention movement of Lu Lu Temple, Philadelphia, which will have 300 in its caravan to the Shrine conclave, Los Angeles, late in May. There will be two large trains, mostly composed of drawing room, compartment Pullmans, routed Milwaukee Road on the return trip between St. Paul and Chicago. There will be another special train from this territory, late in May, to General Assembly, Presbyterian Church, St. Paul, using our line in both directions; American Bankers Association from this section will have special train to their San Francisco convention in early October, which will route Milwaukee Road, Chicago to St. Paul. The Capital District Kiwanians (District of Columbia, Maryland and Virginia), in a large body, will use our line to their Milwaukee convention this summer. There are others, but these are cited as an indication of the spread of our passenger work. For the next few months reservation requests, from initial lines, will run very heavy, as well as booking of passengers through our own office here.

On March 18 of this year, we removed our office to Philadelphia's newest, finest and most up-to-date office building, The Fidelity - Philadelphia Trust Building, where we are equipped better than ever to serve the shipping and traveling public.

The writer has been in the company's service since 1910, originally in Philadelphia, then New York, returning to Philadelphia in 1926.

In various ways which we feel are effective, all here strive in our freight and passenger solicitation activities, to keep the "Milwaukee Road" to the fore. Having the honor to represent such a strong road and equipped with excellent reasons why we should share, representatively, in traffic of interest to our company, our efforts are constantly directed along these lines.

In bringing to a close these brief remarks a few facts about Philadelphia may be of interest to some members of the Milwaukee family in the Middle and Far West.

Population, 2,097,000.

City area, 129 square miles.

Manufacturing establishments, over 20,000.

Open city paved streets, 1,500 miles.

The city extends north and south 22 miles and is from 5 to 10 miles in width.

Philadelphia is 247 years old, dating back to 1682 and is naturally rich in historic interest. At one time Philadelphia was the capital of the country. Historically, Philadelphia's most cherished treasures are the Liberty Bell and Independence Hall, where the Bell is enshrined. This is the same old bell whose tones, over 150 years ago, proclaiming liberty, were heard through the city and reverberated throughout the civilized world.

The city of Philadelphia, in looking after the Liberty Bell, while proud of the honor and responsibility entrusted to it, is really but the careful custodian of that which belongs to every patriotic inhabitant throughout the land.

## The New York Agency

M. H. McEwen, General Agent

THE Milwaukee Railroad first established a traffic agency in New York City, in 1876, Mr. Isaac A. Smith being appointed general agent. Mr. Smith was succeeded in 1884 by Mr. Jos. R. Hixon, who was in turn followed by W. S. Howell, Geo. A. Blair, W. W. Hall, T. B. Montgomery, C. H. Mitchell and the undersigned, in the order named.

It is pretty hard to give any concise statement as to the particular tonnage secured by the New York agency, for the reason that most of the tonnage that is secured here does not move to or from the New York territory. In general, however, around 80 per cent of our export and import traffic is controlled in this city, as well as the traffic of the various chain stores, tobacco companies and copper, lead and metal industries (except steel). Many industries with national distribution, maintain traffic headquarters here, and the number of new firms moving to this city, of this character, is increasing monthly.

## Pittsburgh Agency

"The Industrial Heart of America"

Prepared by H. L. McLaughlin, General Agent

FORTY-SEVEN years ago in 1882, the Pittsburgh agency was established with Mr. W. J. Neison as commercial agent, since which time it has been successively in charge of: Jno. Taylor, Harry Dimmick, W. W. Hall, C. A. Boydton, J. H. Skillen, Geo. A. Blair, Jno. Wood, T. G. Montgomery, E. H. Spence, T. P. Casey, M. H. McEwen and H. L. McLaughlin.

We have on our pay-roll today, Mr. John R. Pott, passenger agent, who entered our service in 1881, prior to the



General Agent H. L. McLaughlin, Pittsburgh, Pa.

establishing of the agency, with headquarters at Williamsport, Pa.

Mr. Pott assumed the responsibilities of the passenger business in the territory a few years after the opening of our first office and continued as district passenger agent until 1918, and we are indebted to him for supplying some early dates and reminiscences, for "Jack" Pott, as all his old friends know him, can look back to the time when he was, with the one exception of New York, the only passenger representative of our line east of Chicago and covered the states of Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, North and South Carolina, Georgia and Florida.

It is readily seen how things do change. Since these early days, the jurisdiction of this agency now covers Pennsylvania and Maryland west of the Susquehanna River and Cumberland Valley Railway, West Virginia and that part of Ohio east of the Hocking Valley Railway and on and south of the Pennsylvania Railroad (Panhandle Division) also Youngstown, Ohio and East Liverpool, Ohio.

Our force consists of the following:

- H. L. McLaughlin, general agent.
- H. S. Wykoff, traveling passenger agent.
- T. G. McKenna, city passenger agent.
- John R. Pott, passenger agent.
- John P. Fink, traveling freight agent.
- W. A. Stauffer, traveling freight agent.
- W. L. Horn, city freight agent.
- J. J. Walsh, chief clerk.
- Juliet Pott, stenographer.

Quite naturally, to think of Pittsburgh is to think of steel, yet within our territory is produced also many another important commodity that contributes to the revenues of the Milwaukee Road, particularly coal, earthenware, glass, machinery, oil and paper, not to mention those important industries of a more local distributive nature.

The coal beds underlying the Pittsburgh-West Virginia district, which are the greatest deposits of gas and coking coal in the world, are admirably supplemented by extensive fields of natural gas, and the present-day extent of industrial development in this district might well have been impossible without this valuable fuel supply; it has maintained for the district its supremacy as the center of the glass industry of the United States.

Pittsburgh's first use of ore from the Lake Superior regions was in 1860, by what is now the Jones & Laughlin Steel Corporation and about this same time, 1864, was when one of the greatest in-

dustrial leaders of the world, Andrew Carnegie, began the organization of those enterprises that were to constitute the greatest industrial organization that one man had ever controlled.

Another great benefactor of the human race, George Westinghouse, established the giant electrical manufacturing plant at East Pittsburgh, the Westinghouse Electric & Manufacturing Company. The products of Westinghouse Electric & Manufacturing Company reach every known country of the globe and more than 850 cars of finished products are shipped each month.

Pittsburgh is the home of one of the greatest food producing concerns in the world, whose products are distributed throughout the world; the H. J. Heinz Company and many another story could be added of other enterprises that added their prosperity and number to the great wealth of the district.

All these things have added their important part in establishing this district as the producer of not less than one-fifth of the nation's pig iron, one-fourth of its steel, one-sixth of its glass and a substantial percentage of its electrical equipment, aluminum products, machinery, prepared foods and cork; within the district is the largest steel fabricating plant in the world, the greatest wire manufacturing plant and the second largest electrical manufacturing plant in the United States. Pittsburgh itself is the center of the nation's fifth largest metropolitan district, it is sixth in the amount of banking business done, with two hundred millions of invested capital and deposits of approximately one billion.

The district is the center of the coke industry of the United States. The Clairton plant, alone, of the Carnegie Steel Company, produces each day, 22,000 tons of coke, 215 million cubic feet of surplus coke oven gas, 360,000 gallons of coal tar, 750,000 pounds of ammonium sulphate and 90,000 gallons of benzol, surpassing in capacity any plant in the world; one-third the nation's by-product coke industry and 85 per cent of beehive coke industry are within this territory.

Iron ore is now imported from the Lake Superior region at the rate of approximately 11 million tons per year and some fifty-five works of major operations are engaged in rolling the steel used in the sheet, tube, bar, wire and heavy material trade.

Within our territory are major mills of the following:

- Jones & Laughlin Steel Corporation,
- Pittsburgh Steel Corporation,
- Spang, Chalfant & Company, Inc.,
- Weirton Steel Company,
- Wheeling Steel Corporation,
- Youngstown Sheet & Tube Company,
- Republic Iron & Steel Company,
- Bethlehem Steel Corporation,
- and the following subsidiaries of the United States Steel Corporation:

- American Bridge Company,
- American Sheet & Tin Plate Company,
- American Steel & Wire Company,
- Carnegie Steel Company,
- National Tube Company,
- H. C. Frick Coke Company,
- Universal Portland Cement Company,
- Our important fabricators of iron and steel are:

- American Chain Company,
- Blaw Knox Company,
- A. M. Byers Company,
- McClintic Marshall Construction Company,
- McKeesport Tin Plate Company,

- Pittsburgh Screw & Bolt Company,
- Pittsburgh Steel Company,
- Spang, Chalfant & Company, Inc.,
- Standard Sanitary Mfg. Company,
- Weirton Steel Company,
- Truscon Steel Company.

Plants of the Pressed Steel Car Company and the Standard Steel Car Company are located in this district and produce all classes of railroad freight and passenger cars and miscellaneous industrial cars.

Natural gas was first used in melting glass in 1882. The annual output of the glass factories of the Pittsburgh district is valued at more than 50 million dollars more than one-fifth of the nation's window and plate glass, one-sixth of the decorative and table glassware and one-eighth of the bottles and jars are produced in the district, our larger plants being the American Window Glass, Hazel Atlas Glass; Libby Owens, McBeth Evans; Standard Plate Glass; U. S. Glass and the Pittsburgh Plate Glass Company, the latter being the largest manufacturers of plate glass and mirrors in the world.

This district has also a leading place in the manufacture of face brick, fire brick and refractories for all purposes. One of the many plants of the Harbison Walker Refractories Company at Hays, Pa., has a daily capacity of approximately 50,000 fire clay brick and 100,000 silico brick.

Many other metals hold important positions in our industrial activities. The plants of the Aluminum Company of America at New Kensington, Pa., and Arnold, Pa., constitute the world's greatest center for the rolling and fabricating of aluminum. The zinc works of the American Steel & Wire Company at Donora, Pa., are the largest in the world.

Armstrong Cork Company of Pittsburgh, operates the largest cork products plant in the world and the products of the National Fireproofing Company and Gulf Oil Corporation of Pennsylvania and many other enterprises in the district are well known throughout the United States.

One of the several large producers of coal in our district is the Pittsburgh Coal Company, owning 160,000 acres of the old original Youghiogheny coal, one of the best coals in the world, in fact a standard coal by which other coals have been judged.

There are a number of paper manufacturers in our district and of various kinds, the plant of the Hammermill Paper Company at Erie, Pa., perhaps being our most important, a national concern nationally advertised, making a various line of "Hammermill Bonds" paper. Another is the Tarentum Paper Company, Tarentum, Pa., manufacturing amongst other kinds, a special paper for wrapping the hams produced by the western packers.

The basic industries of the district have grown from the smallest enterprises to the ranks of the foremost industrial organizations of the world.

The foregoing must of necessity be but an outline and brief review of the extent and diversity of the industrial activity of the territory. Obviously in the space allotted, it has been impossible to include a description of all of the many activities and to mention all of the companies operating in our district.

Grateful acknowledgment is made to the Pittsburgh Chamber of Commerce for helpful data used in the preparation of this article.

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

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

Address Communications in regard to Editorial Matters to:

**CARPENTER KENDALL, Editor**  
Libertyville, Illinois

**ARTHUR E. NEEDHAM, Assist. Editor**  
790 Union Station, Chicago, Illinois  
In Charge of Advertising

Single Copies, 10 Cents Each  
Outside Circulation, \$1.00 Per Year

U. S. Postage on This Magazine is  
Three Cents

## John W. Stevenson

THE many friends were shocked May 4 to hear of the sudden passing of John William Stevenson, division freight and passenger agent for this company, at Tacoma, Washington. Mr. Stevenson had been ailing for the past year, but was not considered to be seriously ill. He suffered a stroke and passed away a few hours later.

Mr. Stevenson was one of the most popular railroad men during his time in Tacoma. When he entered the service of the Milwaukee Road, his first position was that of station agent at Enumclaw; promotion took him to Bellingham in 1913 as traveling freight and passenger agent, then as general agent at Vancouver, B. C. In 1920 he was promoted to position of commercial agent at Minneapolis. Then came the last promotion to the division post at Tacoma where his work was highly successful. He had close and valuable knowledge of steamboat traffic and transshipment problems, valuable especially at Tacoma in dealing with terminal and port affairs and in Southwest Washington; which includes Willapa Harbor and Grays Harbor territories—the largest lumber producing districts in the world. He soon reached the position where his advice was constantly sought and always relied on in traffic affairs.

Mr. Stevenson was a member of the Tacoma Chamber of Commerce, active in its industry and traffic committees, also associated with the Transportation Club, a member of Rotary, and a charter member of Ancient Landmark Lodge, A. F. & A. M. of Tacoma.

The funeral on May 8 was largely attended.

Of immediate family, Mr. Stevenson leaves his widow, Claudia L. Stevenson, two daughters, Marcella and Meriam, and three sons, Donald and Gordon of Tacoma and Clayton in the U. S. Navy, and one grandchild.

## IN MEMORIAM

John William Stevenson  
Co-Worker and Friend

WHEN you have given last response  
To duty's call and task,  
You live in memory's sweet enconce  
And we in prayer ask  
That you may be in soft repose  
Your loved ones solace find  
For aye, your years may come to close,  
We see you yet in heart and mind.

—WALTER E. RUMELIN.

Mrs. William B. Dixon

ON Monday morning, May 20, at her home in Evanston, Illinois, occurred the death of Mrs. Jeannie Begg Dixon, wife of General Passenger Agent William B. Dixon, after an illness of but a few hours' duration, she having been in her usual health until the fatal seizure.

Mrs. Dixon's passing was a grievous shock to a very large circle of friends to whom she had become greatly endeared by her kindly, cheery spirit, her broad charity and her tireless energy wherever and whenever her work might benefit those in need of a helping hand.

She was an exceptionally gifted woman and her natural endowments were freely dispensed for the comfort and happiness of others. She was of Scotch birth and her charming contralto voice in rendition of the old Scotch ballads that she loved will always be a treasured memory to those who loved her.

She was an active and interested worker in the Milwaukee Railroad Women's Club, was one of its charter members and at the time of her going was the General Welfare Chairman on the Executive Board. She will be greatly missed among her fellow-workers in the club to whom her bright, brave spirit was always an inspiration.

She is survived by her husband and one daughter, Miss Jeannie Dixon, to whom the heartfelt sympathy of the Milwaukee family is tendered. Burial took place in St. Paul, the former home of the family.

James M. Hiland

IN Chicago, May 20, occurred the death of Mr. James H. Hiland, retired vice-president of this company.

Mr. Hiland's service with The Milwaukee was a long and honorable one. He started in Janesville, Wisconsin, in 1858 as locomotive fireman. He went from there to Prairie du Chien, with John Lawler to build The Milwaukee's first bridge across the Mississippi River. In 1861 he entered the general offices in Milwaukee as clerk. He left this company to take service with the C. St. P. M. & O. R. R. and became that company's first general freight agent; and was later general traffic manager of that company. He received the appointment of general agent of The Milwaukee in Kansas City in 1887; was promoted to position of general freight agent in 1889; general traffic manager in 1895; vice-president in 1903, and retired in 1918.

The funeral occurred from the Kenwood Hotel, Chicago, May 21, and burial was in St. Paul, May 22. He is survived by his widow and one son.

## The Veterans' Meeting

AS announced in the May issue, the annual meeting of the Veteran Employees' Association will be held in Seattle, September 18 and 19.

Special train will leave Chicago as Second 17, September 15, taking on the Veteran parties at all regular stops on the road between Chicago and Seattle. Members should plan to meet the special at points most convenient to their home locations on this schedule, notifying the committee at what point they will entrain.

The details of the program are being worked out and the secretary, Mrs. Williams, is preparing to issue the regular notices of the meeting this month. This early notice is being sent in order that Veterans may have ample time to make arrangements for their layoff and the trip.

It is urged that members make their arrangements at once and notify Mrs. Williams of their intention to attend at an early date, in order that the committee of arrangements may be enabled to advise the management of the probable number for which to provide special equipment, etc.

Mr. W. D. Carrick is the chairman of the committee on arrangements, and Messrs. H. B. Earling and C. H. Buford have charge of the details and entertainment at Seattle.

The full program will be announced in The Magazine at an early date.

## The Minnesota Central, I. & M. and McGregor Western Veteran Association Meeting

THE M. C., I. & M. and McGregor Western Railroad Veteran Association will hold its nineteenth annual meeting at the West Hotel in Minneapolis, Thursday, June 6.

The veterans will assemble on the balcony for greetings and informal talks. Lunch will be served at 12:30 and the business meeting is called immediately after the meal is finished.

Miss Helen Wood has recently taken over the management of the hotel again, and Miss Wood, who is the daughter of our old-time comrade, Colonel Wood of the Old Nicollet and West Hotels, never spares any pains to make her father's old friends feel most welcome; so this should be an enjoyable meet.

M. J. GILL, President.  
S. S. JOHNSTON, Secretary.

## Attends White House Luncheon

MR. C. F. LOWETH, chief engineer, on invitation from President Hoover, attended a luncheon at the White House, Thursday, April 25. The occasion of this luncheon was the award of the John Fritz Medal to President Hoover for achievement as "Engineer, Scholar, Organizer of Relief to War-Stricken Peoples, Public Servant."

Mr. Loweth is one of the Board of Award of sixteen appointed in equal numbers from the membership of the four national societies: American Society of Civil Engineers, American Institute of Mining and Metallurgical Engineers, American Society of Mechanical Engineers, and American Institute of Electrical Engineers.

# The Upper Peninsula of Michigan

IN the territory indicated by the title above, are summer attractions of every variety, and with summer stepping into center stage now, it is pertinent to the season to remind Milwaukee employes in every branch of the service that one of the ways to "Boost the Milwaukee" is to be informed about the desirable vacation spots and their outing attractions in the regions served by our railroad and its connections.

The North Country of Michigan, dressed in its summer green, with the incomparable blue of its many waters and encompassed by the crystal clear of the atmosphere is one of the superlative beauty spots of our country. It has history of distinctly American type, for there, in the days before the white men came to conquer and displace, were great and powerful tribes of red men—there they hunted, warred and lived and died—leaving but scant records of their deeds chiseled in rocks; in traces of their primitive mining operations; in their rude tools scattered hurriedly as they apparently made hasty exits, probably before the oncoming of some more powerful tribesmen. The vanished races of the North Country are a blurred page of its history, but the little that is found of that ancient occupancy is an intriguing mystery story.

On the northern boundary of the Upper Peninsula is Lake Superior, on the southern, the great Menominee River and the waters of Green Bay. Between are woods and lesser water courses; hills that reach the dignity of mountains; splendid valleys of cut-over timber land that have been immense forests of standing timber, converted into fertile fields and pastures; and the great mineral ranges that are supplying the world with a seemingly boundless output of iron and copper ore. In the development of these magnificent resources, various pseudonyms, sub-titles, as it were, have become attached to the North Country districts, such as "Cloverland," because of the growing daily interests and the fields and pastures which make them possible; "The Copper Country" because of the copper mining activities of the Lake Superior region; "The Iron Range" on account of the several ranges of iron-bound hills; and "Hiawatha Land" because of Henry Wadsworth Longfellow's great epic immortalizing the "Great Lakes of the Northland," "The Land of the Ojibways," "The Land of the Dacotahs," "The mountains, moors and fenlands," and "Gitchie-Gumee," the "Shining Big-Sea-Water" in the "Song of Hiawatha." Those

"Who love the haunts of Nature,  
Love the sunshine of the meadow  
Love the shadow of the forest,  
Love the wind among the branches . . .  
And the rushing of great rivers  
Through their palisades of pine-trees

will find in "Hiawatha Land" their longings satisfied here where the haunts of nature have been but little disturbed by the pruning hand of progress; yet where the accessories of civilized life have provided generously for vacation enjoyment and comfort.

## Menominee County

Menominee is the southernmost county of "Hiawatha Land," and its resorts, sports and beauties are ever popular with



Falls of the Taquemenon River.



A Sylvan Mirror.



In the State Park, Marquette, Michigan.



River Scene, Republic, Michigan.



A North Country Lakelet and Meadowland.



In the Game Preserve, Presque Isle, Marquette, Michigan.

tourists. The Menominee River, Green Bay water and shores, the small streams and rapids whose fishing is unsurpassed, the opportunity for charming summer colonies, country clubs and golf, together with its accessibility, make this region ideal for summer vacations. Upper Peninsula agriculture, dairying, etc., is at its best in Menominee County, and it is right here that "Cloverland" had its origin, extending since, throughout the valleys to the shores of Lake Superior. "The Gateway City" is Menominee, Michigan, which with its sister city of Marinette, Wisconsin, is located on the banks of the Menominee River, where it empties into Green Bay. These two cities thrive and enjoy life. They support many industries and much commercial prosperity, and much of their outdoor social life is provided in handsome golf and country clubs, which extend their hospitalities to visitors and tourists.

The fine hard roads for which the Upper Peninsula is noted, lead from these Gateway Cities to the attractive resorts of the surrounding country.

## Delta County

In Delta County is Escanaba, one of the largest and busiest cities of the North Country; and, in addition, Escanaba has long enjoyed the reputation of being one of the most beautiful cities of this region. It looks out over Little Bay de Noc, an arm of Green Bay, and the "rushing Escanaba" of Longfellow's song, pours its waters into the bay just above the city. Hunting and fishing in these woods and waters are one of the attractions of Delta County and from Escanaba in spring, summer and fall many parties fare forth, outfitted for these favorite sports. The Escanaba Golf Club has a fine nine-hole course, and visiting golfers are welcome at a small greens fee.

The Milwaukee's great ore docks are located at Escanaba, and extensive lumber mills at Wells, a suburb, are factors of importance in the industrial activity of this city. Farming, also, contributes a large portion to the general prosperity. Access to markets and favorable climatic conditions are factors in this progress.

## Dickinson County

In Dickinson County, iron is king. Here it is that a traveler from the south comes into a thorough realization of the tremendous ore deposits of the surrounding hills. The color of the earth is tinged with the red of the ore, the highways glow with the warm color and everywhere are the outward signs of an international industry. In parts of the county, timber still holds a portion of its ancient domain, and much lumber is manufactured. In the city of Iron Mountain are located two of the largest sawmill plants of the Upper Peninsula; a large motor company operates a large plant at Kingsford, Iron Mountain's sister town, and these two communities considered together, as they properly should be, comprise a business center of over 18,000 people, in the largest jobbing center of northern Michigan and Wisconsin. Travelers in search of the enjoyments of little lakes and fishing streams find these in numerous water courses and lakelets in and around Iron Mountain. Hunting is excellent in the wooded tracts of the county, while golf and country club life is available at Iron Mountain's splendid Pine Grove course at the foot of Pine

Mountain. Visiting golfers are welcome and the fees are nominal.

### Iron County

The reign of King Iron is paramount in Iron County. Here is what a writer of its charms says: "The epic of iron is universal and the mining of iron ore in Iron and other Hiawatha Land counties is conducted on so huge and spectacular a scale that no visit to the Upper Peninsula can be considered complete without a trip over the perfect roads of Iron County. Once you have made the journey you will wonder no longer why this county was named IRON. Iron brings thousands to Iron County on business and on sight-seeing bent. Other attractions bring tens of thousands yearly. For Iron County is really a vast natural park. . . . The drives through Iron County's forested hills and dales can never be forgotten." There are beautiful lakes for fishing and boating, and fine hotels. At Crystal Falls and Iron River are two of the best hotels in the country. Crystal Falls is situated on a great hill in whose depths is iron ore to challenge the wealth of Golconda. It is one of the oldest iron mining locations in the Peninsula. Fine golf is played on the new course recently completed. Iron River is one of the old settlements of the county, whose reason for being is the ore. Its comfortable, big hotel attracts tourists and vacationists who prefer its comforts within easy reach of all the out-door enjoyments that abound in the vicinity.

### Marquette County

Marquette County, with its more than one million acres, is the largest in the state of Michigan, and within its boundaries, "scenery, history and industry interweave in a composite picture of pleasing interest." No other county has a longer Lake Superior shore line. Its Huron Mountains, reaching the respectable altitudes of a real mountain range, have all the varied beauty and wild charm of mountain scenery. Lake Michigamme is one of the rare jewels in a long string of inland waters. Hundreds of fishing streams, miles upon miles of game cover, and long miles of Superior shore frontage are among the attractions of Marquette County. Our railroad running northward through the county to Champion serves some of the most beautiful sections. On the scenic Michigamme River are Republic and the Witch Lake resorts. The Michigamme Basin, where the river widens, is within the limits of Republic, where there are public tennis courts, and good accommodations for tourists. Many lakes in the vicinity have cozy summer cottages and the region is noted for hunting of big game in the fall. At Champion the railroad route turns eastward toward Marquette and on to "The Soo." From Champion to Marquette the road may be literally said to run on iron, passing through the great iron mining centers of Negaunee and Ishpeming. Negaunee is literally built on iron, being one of the world's largest ore-producing districts. Millions of tons of high-grade ore have been mined here and millions more remain to be raised to the surface. A fine golf course is situated in a scenic spot and is available to visitors. Ishpeming is on a high ridge which is a water "Divide," the Carp River flows from here northward to Lake

Superior and the Escanaba River southward to Lake Michigan. Ishpeming is second only to Negaunee as a high-grade iron ore producer, many of its mines being within the city limits, and the steady streams of ore trains going southward to Escanaba and east to Marquette to reach the waterside are an amazing sight to visitors.

The city of Marquette is the metropolis of the Upper Peninsula. It is situated in an amphitheater of hills that slope to the shores of Lake Superior. It would take much more than the allotted space of this article to enumerate the many attractions of Marquette. It is a modern progressive city in every respect, located on a site of incomparable beauty and embellished with everything that landscape art and human ingenuity can add.

Its greatest attraction to the nature lover is perhaps, Presque Isle Park, a great natural woodland cape jutting into Lake Superior, giving miles of lake shore drive, wonderful water vistas, secluded rocky nooks where the lapping waves break gently and bold headlands, lashed by mighty waves from the unbroken expanse of the waters. The park is a game sanctuary where wild life is protected on enclosed reservations. Marquette is the gateway to the wild Huron Mountain region, where nature has still a wide domain that is as yet untouched by human hands, and where beauty runs riot in its

secluded precincts. The Marquette State Park, high in the landward hills affords magnificent views of Lake Superior. A handsome nine-hole golf course is located two miles southwest of the city, on hills that rise four hundred feet above Lake Superior, where the rigor of a good game is always tempered with the soft beauty of the surroundings.

The city has many and varied business interests, chief of which is mining and shipping of ore; lumbering is a factor and there are numerous other manufacturing interests. At its great ore docks millions of tons of ore from the great mines at Negaunee, Ishpeming, Republic and other mining districts are loaded and shipped by lake to the East.

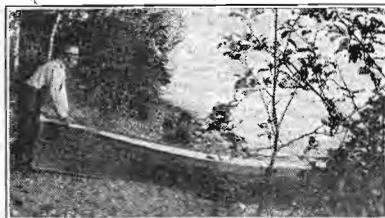
### Baraga County

Baraga County, deeply pierced by Keweenaw Bay, is one of the most interesting and picturesque regions of the Upper Peninsula. It has an historic background reaching into the remote past—possibly thousands of years. The locality is historically important as the site of debating grounds, bloody battles and pow wows between the Chippewas, Sioux and other war-like tribes; and there are found traces of that vanished race, taking the locality back to unrecorded time and the dim vistas of legend and pictured story.

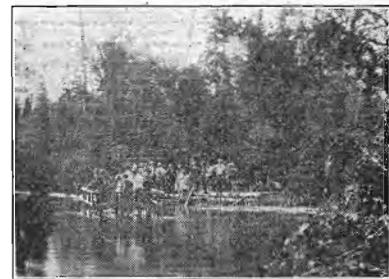
In Baraga County is the northern terminus of the old overland Indian trail



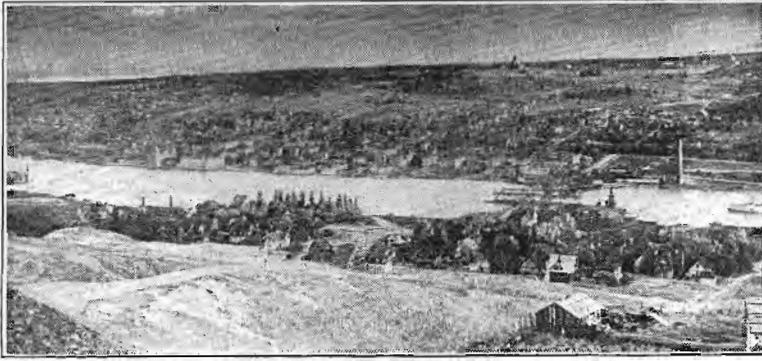
"Gitche-Gumee—Shining-Big-Sea-Water."



The Patriarch of the Peninsula, Indian Chief Charles Kawbawgam.



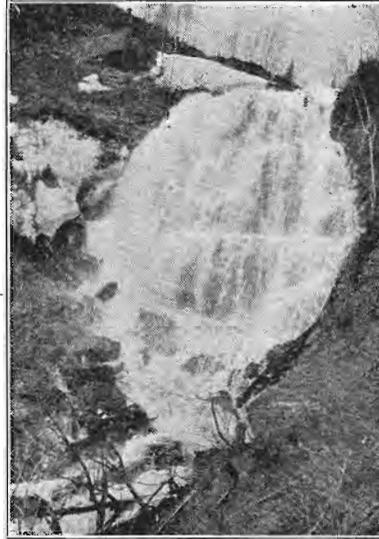
On the Banks of Big Spring, near Lake Superior.



Houghton and Hancock, Copper Country Cities.



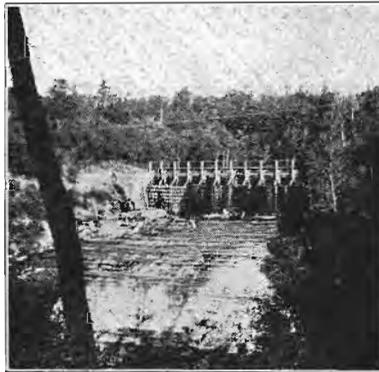
Gratiot Lake, Keweenaw Point.



Hungarian Falls, Near Houghton.



Cliff Drive, Ishpeming-Negaunee.



Au Train Falls, Near Marquette.

cities, smelters and mills in Houghton's vicinity attest the enormous mineral wealth of the Keweenaw Peninsula. Houghton is a thoroughly modern, progressive town, and all the comforts and luxuries of such a community are found in its hotels, libraries, colleges, golf and country clubs. Its scenic surroundings are incomparable, and the magnificent stretch of its water vistas is without a peer. Summer life in Hancock is joyous, with its fine hotel, splendid drives and golf course. Calumet marks "the place of the peace pipe," of old Indian days. Its marvelous copper development is always at high tide, and here is located the deepest copper mine in the world. From Calumet you go far into the Copper Country, away up to Eagle Harbor and Copper Harbor, far out in the reaches of Lake Superior.

#### Keweenaw County

Keweenaw, the crossing place of the Indians for hundreds of years has riches in great variety in its wealth of copper ore, its entrancing beauty and interesting and romantic history. "From the round top of Keweenaw Mountain," says an appreciative writer, "Lake Superior fills the eye on three sides. In the other quarter, save for the pleasant little oases around the mines, an immense solitude spreads—a boundless forest of pines stretching in undulating files, or piercing the sky like giants." In Keweenaw you drive for miles over copper-plated roads, highways built of stamp sand from the mines, crushed rock bearing an inextricable residue of copper and making the best roads in the world. There are charming lakelets, wild bays and inlets of Lake Superior, fishing streams, camp-sites and hotels to attract the visitor to the far extreme of the copper country. "In Keweenaw," it is said, "nature, under the spell of a northern summer, smiles and smiles forever."

#### Ontonagon County

In Ontonagon County you find many and varied attractions with charming resorts and communities where vacation life may be enjoyed according to one's choice. The fertile valley of the Ontonagon River traverses the county from end to end; and its climate is conducive to great agricultural development. The county topographically is a rich blend of lake, mountain, forest and rural scenery. Small lakes, roaring rivers and beautiful waterfalls vary the beauty of the countryside and on its rim are the sparkling waters of Lake Superior.

Mining, of course, holds sway and farming is a principal feature of the industrial life of the region.

From Ontonagon highways lead into the wild fastnesses of the Porcupine Mountains, which with the Hurons, are the highest between the Alleghenies and the Black Hills of South Dakota. Big Carp Lake in the heart of the Porcupines is a place of great attraction and charm, and a favorite destination of the many visitors to "The Porcupines."

Fishing and hunting of big game are the great lure of these hills where these sports are pursued amid scenes of virgin grandeur.

At Ontonagon City are some of this company's largest Lake Superior dock facilities, and the line between Ontonagon and Escanaba during "the season" is one of the busiest on The Milwaukee System.

#### Houghton County

Houghton County is the heart of the "Copper Country," the home of the deepest, richest copper mines in the world. Its great mines have paid out many millions of dollars in dividends and shipped many millions of native copper ore and there are greater reserves in the ground than have been milled in the many years of active mining operations.

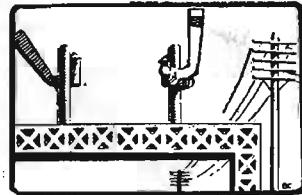
Copper mining locations are everywhere in Houghton County; and Calumet, Houghton and Hancock are the central communities of this vast ore producing district, the latter two almost twin cities, with only the narrow arm of Portage Lake separating them. Busy mines in both

between Lake Superior and Lake Michigan. This old warpath is well defined a few miles west of Republic, in Marquette County. A branch of the same Keweenaw trail, probably thousands of years old, is marked near the shore of Chicaugon Lake in Iron County.

Baraga State Park in the bight of Keweenaw Bay, is a popular camping ground. It has up-to-date equipment and affords a wonderful view of beautiful Keweenaw Bay and the Huron Mountains beyond. Baraga County's summer climate is unsurpassed and attracts many visitors during the hot months in the South. Fishing and hunting are the lodestones of the many sportsmen who annually visit this region.



# BUREAU OF SAFETY



The following from the Safety Bureau indicates that some little progress is being made: Mr. Flanigan says:

"I am giving you figures for the first sixteen days of May, showing 33 reportable cases with no employes killed; 13 lost time and 93 minor injuries. For the entire month of May, 1928, we had 3 employes killed and 260 reportable injuries.

We are beginning to see the results of our accident prevention campaign, but we have not yet reached the point where we can be proud of our accomplishments. At this writing, the month of May is only a little more than half over, and it is up to all to eliminate as many injuries as possible during the balance of the month in order to establish a new record. These efforts will be rewarded by the good standing of the division or department; and in addition there will be the satisfaction of knowing that these efforts have been instrumental in saving considerable suffering not only to the men, but to their families as well. Minor injuries should not be overlooked, because of the fact that they do not enter into our statistics, but all efforts should be amplified to such an extent as to do away with them as well.

"It is expected there will be no laxity in the efforts, and the subject of safety must be pursued at all times in order to accomplish the desired results. The responsibility rests upon the shoulders of the supervisors and they are expected to be faithful in the discharge of their duties. Unfaithfulness, insincerity, indifference and the ignoring of this responsibility will not prevent injuries and deaths.

"What goes for the remaining days of May also applies to every day in the future. Every ounce of vitality must be exerted in our efforts to establish records beyond compare. Results are what we want."

## Safety a Habit of Mind

*M. J. Flanigan, Assistant to General Manager*

AT this time of the year, when we have large extra gangs working at various points along our system, a special effort must be put forth to see that injuries in the Track Department are entirely eliminated. The injuries to men in the shops must also be done away with. We cannot afford to labor under the assumption that I know exists in the minds of some of our supervisors, that in order for the men to perform their duties in a safe manner, it is necessary to slow up the operation. Such a belief is unfounded and must be stricken from their minds immediately, as records in the past have proven that where safety exists, there is an increase, rather than a decrease, in production.

Every officer and employe on this railroad must come to realize that accident prevention is not entirely a question of rules and their enforcement, but is fundamentally a habit of mind, which can be acquired by all, through exercising ordinary precaution and forethought in the performance of their daily assignment.

## When Caution Becomes a Habit There Will be but Few Accidents

FOLLOWING are a few personal injury cases involving employes of the Maintenance-of-Way Department, and which were avoidable:

A section laborer, 43 years old, was handling the bent rail part of a bumping post when he dropped his end, causing the rail to rebound and strike him in the knee cap, resulting in a rather severe bone bruise. He is unable to explain how he came to drop the rail except for the fact that he did not allow for the possibility of the rail turning, due to its being bent.

An extra gang laborer was using a pick to knock out track bolts from a rail joint, when a piece of the pick broke off and entered his right eye. The eye was totally destroyed. He had been instructed to use a sledge for such work.

An extra gang laborer with about 15 years' experience was carrying several tie plates, when the top one slipped, scratching his hand as it fell. A sliver from the plate entered his thumb, but he paid no attention to it until three days afterward, when infection had set in. It was necessary for him to go to the hospital, losing ten days' time.

A section laborer, 60 years old, and in the service nine years, was pulling spikes with a claw bar when the bar slipped off the spike head, catching the little finger of his right hand between it and the rail. He had been instructed how to hold the claw bar to prevent an injury of this kind.

A section laborer, who had only been in the service two months, was assisting in cutting a short rail length, and with the help of the other men, picked the rail up, dropping it on a brakeshoe to break it. A hacksaw had not been used and the chisel cut had not penetrated the ball of the rail. The rail did not break as expected, but rolled over on to the laborer's foot, breaking two toes.

A section laborer, 40 years of age, struck a spike an uneven blow with the maul, causing it to fly out of the tie and hit him on the shin, inflicting a very bad wound. He was an experienced man and had been cautioned by his foreman to do his work in a careful manner.

A B. & B. carpenter, while adzing a board in a freight house platform, cut a deep gash in his right foot due to the adz glancing off the plank. He was standing on an angle and admits that if he had been parallel with the board the injury would not have occurred. He was out of service for 18 days.

Four B. & B. carpenters were carrying a piece of 4 by 12 timber with the aid of hooks, two men on each end. The hooks on one end let go, allowing the timber to fall upon the foot of one of the men, injuring his toes. Inspection showed that the hooks were in good order, but it developed that the carpenter had not first ascertained that they were secure before attempting to lift with them. He is 54 years old, and has had 25 years' experience at such work.

## When You Disobey a Rule You Are Neglecting Your Duty

### A Few Avoidable Injuries in the Yard Service

A SWITCHMAN, violating instructions by riding the forward footboard of an engine, stepped off to line a switch, landing on a tie plate and turning his ankle. He was out of service 9 days.

A switch foreman, violating instructions by riding the forward engine footboard, stepped off on to a guard rail while the engine was still in motion. The footboard caught his foot, turning it back, breaking the large toe and spraining his foot. He was out of service 24 days.

A yard conductor with 44 years of service, when attempting to board a caboose, misjudged the distance of the lower step, striking his knee on it, resulting in a rather severe bruise. He was out of service 7 days.

A brakeman with six years' service, in attempting to remove a lighted fusee from a tie in the main line after his train had pulled on to a siding, suffered a severe burn on his wrist due to the molten contents running over the top of the fusee and into his glove after he took hold of it. His intentions were to destroy the fusee so as to avoid delay to another train, but he should have pushed it over with his foot before attempting to pick it up.

A signal maintainer with 16 years' service was drifting through some switches on a motor car when he noticed the wing of a frog opened after it was too late to prevent derailment of the car. He had not been looking ahead and the car was traveling too fast to stop it in time. His right ankle was severely cut and bruised, making it necessary for him to be out of service about 26 days.

A clamshell laborer with one year's service was breaking a large lump of coal when a piece struck him in the calf of the leg with such force that it broke a blood vessel. Sufficient care had not been exercised in doing his work.

An engine dispatcher was injured due to a fire knocker dropping a shaker bar from the gangway of an engine, falling on the dispatcher's left foot. The engine dispatcher was not responsible, but the injury could have been prevented by ordinary precaution on the part of the fire knocker.

A machinist helper, who had only been in service eight months, was jacking up an engine when the ratchet on the jack came in contact with the brake hanger, releasing the lever and letting it fall across the instep of his left foot, breaking several bones. He will be out of service about 7 weeks.

A woman coach cleaner with four months' service ran a sliver into her finger while wiping windows. Proper attention was not given and infection set in, making it necessary to lance the finger and resulting in her being out of service 10 days.

## Co-operation in the Safety First Bureau

A Few Words from the Safety Committee,  
Car Department, Milwaukee Shops

IT is the desire of the committee representing each department to kindly request the co-operation of each individual employe. It is a fact that co-operation at the Milwaukee Shops has brought, in a very great measure, favorable industrial conditions during the past year. Therefore, it is the desire to put into practice real co-operation and see what can be accomplished in the Safety First Bureau.

First—Let us get into our minds the meaning of the word co-operation as given in Webster's dictionary: "Concurrent effort or labor. The association, or collective action, of persons for their common benefit, especially in an industry."

Second—This means that we shall work together for the common good of one another.

Third—It is impossible to get along without co-operation if we intend to be modern.

Fourth—No man ever lived alone in the modern system of society because everyone is dependent upon each other; and this brings around the needs for co-operation with each other.

Fifth—Government is necessary because it grows out of the dependence upon each other and because we all have needs which we cannot satisfy by our own individual efforts.

Sixth—Let us be careful not to injure ourselves and those that we are working with, not only watching your end, but also watching out for the man on the other end.

Seventh—Let us help the committee in charge and in so doing we ask all to be fair and friendly about it, as the committeemen do not intend to hurt anyone's feelings when they ask you to correct an unsafe practice, that they happen to know is harmful to a fellow worker.

Eighth—Let us all use the safest way to and from work.

Ninth—Improvement in our Safety First Bureau will depend upon the amount of effort there is put into practice, not only by the committee but by each individual employe.

Tenth—The greatest benefits which we could receive from this safety work are that we desire to save lives, limbs and prevent suffering.

### Paper on Safety First

By R. M. Division Conductor Wm. Cosgrove,  
at Safety First Meeting in Deer Lodge, Montana, April 15

GENTLEMEN:

I have attended quite a number of Safety First meetings, and this I would not do unless I was interested in this movement.

When we consider the causes of the numerous personal injuries which we entertain on this large system for which we are working, it appears to me that the management is taking the right steps in attempting to reduce them to a minimum and we, as employes, should enter heartily into the proposition. The investigations of the causes show that, generally speaking, time lost because of disabilities could have been prevented by a closer observance of the rules and instructions.

In other words, we must use just plain common sense in performing our assigned duties; educate, first, ourselves to do this, then induce our co-workers to do the same.

We have, as it were, come to the parting of the ways, wherein a man is no longer considered efficient unless that efficiency is highly tempered with the fact that he is safe—safe for himself as well as the man working alongside of him. The old order of things in railroading is changing. A "good rail" today must not only know his business, but must do it safely and sanely.

To illustrate briefly the generalities I have mentioned, we will take a crew working together on one of our passenger trains, which is to the point with me for the reason that I am directly connected with this line of work. A brief stop is made at a station to discharge and receive mail, baggage, express, and passengers; the flagman with flagging equipment, drops off the rear of the train, prepared to do his duty in protecting the train, the brakeman has the vestibule door open ready to place the stepping box immediately the train comes to a stop, the fireman or engineman must be on the alert, watching his track and the conditions ahead as well as to the rear on the side where the train work is being handled by the mail clerk, express man, baggageman, agent and trainmen; and the conductor must be on the job, watching all the performance, train order boards, etc. In other words, supervise the entire movements to know that the work is being done with dispatch and entirely with safety. One man out of the five or six who are all working at the same time, can make a small mistake and cause the disruption of such an organization, or be the cause of a personal injury or accident to himself, employe or patron. All this work must co-ordinate in order to function without delay and with safety.

Each man must size up situations instantly and handle them correctly; passengers getting on and off must be carefully handled so no mis-steps occur, they must be questioned as to destination so they will not be carried in the wrong direction. If another train should be moving on an adjacent track the passengers must be protected according to conditions as they obtain. If cars are added or set out of the train, end gates in cars must be put up before the train is cut, connectors must be taken down so no one will inadvertently strike them and sustain injury; couplings must be properly made. Which brings to mind that at no time should anyone go between cars moving toward each other, to make an "11th hour" adjustment of knuckles or draw-bars; stop the train first, then make the required settings. Keep vestibule doors closed when there is not an employe stationed to protect them and no necessity for having them open. Do not throw articles from a moving train which may cause injury to anyone alongside of the track.

Most of you gentlemen present have followed railroading for a considerable number of years, in which time you have seen many personal injuries, some very serious, others light, but in each instance there has been, not only the physical suffering and discomfort of the man who was the unfortunate victim, but those dependent upon him, many times

had to be assisted in very material ways in order to tide them over until the bread winner was able to resume his livelihood. And as I have said before, the chances were that a little forethought on his part, or the part of the man next to him could have prevented the accident which brought about such a deplorable and regrettable condition.

It occurs to me that "Safety First" is a very humane institution and the sooner we thoroughly "sell" this idea to each and every one, not only talk it but actually practice it, the sooner will the "Milwaukee family" show up as a good, healthy operating unit in the transportation world. It can be done!

### A Plea for Safety First

THE church bell tolls (a mournful sound)  
The friends and loved ones gather round  
To pay their tribute one and all  
Their numbers fill the funeral hall.  
The saintly clergy offer prayer  
For the soul of him, whose form lies there.  
They bear him forth to eternal sleep  
Within a tomb, full six feet deep.  
Alas! too soon, came his demise,  
When things might, well, be otherwise.  
But he always was a reckless lad;  
And now, the hearts of his loved ones are sad.  
He failed to heed the safety bell.  
It rang for him, his own death knell.  
No money can ever take his place, nor alleviate  
the pain,  
For the memory of his tragic death, with the  
loved ones will remain.  
It is the loved ones left behind who have to  
suffer worst  
Choose for your slogan my dear friends, "Practice  
Safety First."

—FRED A. SOOP.

### It Is Better to Ask Twice Than Have an Accident Once

THE following suggestions were received from several employes recently:

On all mixed trains, conductors should warn passengers to remain seated until train stops at stations, for the reason that such trains might make a rather hard stop with the possibility that anyone standing in the car would be liable to fall.

Station agents and operators should be warned against backing up trucks on station platforms, as we recently had a case where a passenger was knocked down, which would not have happened had the truck been pulled instead of pushed.

A train was recently observed containing eight box cars with the doors standing open and several of them swinging loose from the bottom. This should have been corrected before the cars were placed in the train.

A case was recently observed where a passenger using crutches was a little slow in stepping into the vestibule of a coach at a station and the brakeman, thinking all passengers had alighted, gave the signal to go ahead with the result that the man using the crutches was almost thrown to the floor. Particular care should be taken at station stops to see that all passengers have alighted before giving the proceed signal.

## Live and Think. To Do This You Must Think First

IT is hoped that by citing these instances and warning employes of what is taking place to their fellow workers, they will be more cautious in the performance of their daily assignments, and it is expected that these cases will be read at Safety First meetings and posted on bulletin boards so that they will benefit by the example set forth herein.

In carrying out the work of accident prevention, the supervisors have got to assume a pessimistic attitude in order to firmly instill an optimistic viewpoint in the minds of our employes.

## When You Talk About Safety, Don't Whisper

### Co-operation in Safety Work

Gene Holland, Engineer, Superior  
Division

I WILL TRY and express a few of my thoughts as to our Safety First meetings and I believe they could be summed up in one word, and that is "Co-operation." Co-operation between ourselves and with our officials and I will not try to speak from any source other than my own experience and observations as they come to me from the cab of a locomotive.

Railroading today is not the haphazard, take-a-chance game that it has been in the past. It is today a progressive game, guided by intelligence and understanding. I recall when I came to work on the Superior Division almost forty years ago, there were many men here ahead of me who had grown gray in railroad service. Many of them had been in accidents of one kind or another; many of them had left the company's service either voluntarily or involuntarily, without ever knowing where the blame might have been placed for the accidents they had been in.

From this time on, from the knowledge and experience gained and through the advancement and science of railroading a number of the most expert railroad men of the United States were called upon to contribute to a formula or a set of rules by which the streams of railroad traffic might be moved throughout the United States without interruption either by cause of accident or through unnecessary delay. Those are the best that can be had and no man need get in trouble on a railroad today without knowing full well where the responsibility for that trouble may be placed.

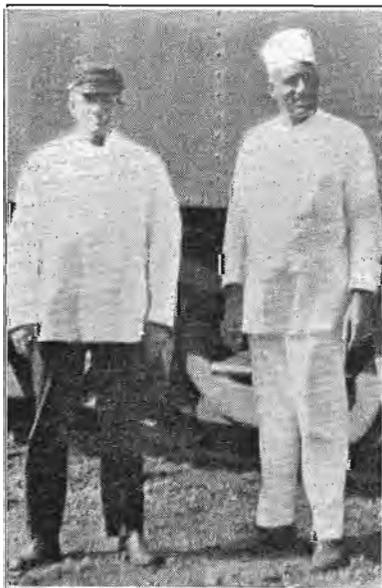
Now to get back to Safety First. Statistics show that in the year 1928 there were 95,000 deaths by accident throughout the United States. For that year 90% of them were needless—needless is right. There are too many people who foolishly risk their lives on the assumption that they know what the other fellow is supposed to do or expected to do. Well, do we always do what we are expected to do; do two or more men always understand circumstances or conditions alike? No, not where there is nothing definite, not where there is nothing positive, no, not always, and the result is someone is injured or killed.

Now in order to prove a fact it is often necessary to state one, and for that reason I will speak of one of my experiences while on the road. I was coming east on the way freight from Channing

to Green Bay. We stopped at Pembine to do the usual work, I placed the engine at the water spout while the fireman was taking water. I got down to oil the right side, passed around the front end. When I came to the engine trucks I saw a pair of shoes sticking out from between the wheels. The shoes seemed to have feet in them. Well, I was stalled for a few seconds, finally the shoes and feet began to back out and when they straightened up it was a boy about 12 years old. Well, I began to scold him. I asked him why he crawled under there. He said his ball rolled under there and he was going to get it. I said, yes, but if I had have moved that engine you might have been killed. He said to me you are not supposed to move that engine without first ringing the bell. Well, he was right and he was wrong. He was right about the bell, but he was wrong in foolishly risking his life to recover a ten-cent ball on what he thought I was supposed to do, and right or wrong, if I had moved that engine, of course not knowing he was under there, he would have been just as dead if he was right as he would have been if he was wrong.

## The Little Red Book— Safety Rules

I saw a pretty little book  
'Twas colored bright and red;  
Just then a little time I took  
To see just what it said.  
I was surprised, what was within,  
And now I'll do my bit,  
I'll never, never do again  
The things that are not fit.  
I never thought that I could be  
A-working day by day;  
And pass right by and never see  
The dangers in the way.  
The little Red Book tells the way  
Your work should all be done,  
There's nothing left for you to say,  
Just see the battle's won.



"Dan" and "Lamb," Porter and Chef of  
Business Car "Montana."

## Safety Bureau and Women's Club to Co-operate

BELOW is a recent bulletin issued by Mr. Flanigan, head of the Safety Bureau.

"At a big joint meeting in Milwaukee, April 29, at which safety and Milwaukee Women's Clubs matters were the two subjects of the evening, Mrs. Byram, who was present, made the request that the local chapter of the Women's Club be notified of injuries to men in their vicinity at the time they occur, so that the ladies could get in touch with the family and take care of their needs, if any.

"Mrs. Byram's suggestion is a worthy one, and while we hope that sooner or later there will not be many cases to report to them, it is felt that right now much good can be accomplished by having the club look after the family of the injured employe. This practice will be just another one of the many fine things being done by the women of the 'Milwaukee Family.'

"You will please see that the local chapter of the Milwaukee Women's Club is notified promptly of injuries to employes, so as to carry out Mrs. Byram's suggestion.

"M. J. FLANIGAN,  
"Assistant to General Manager."

This handsome young fellow, all dressed  
up to kill,

When back on the job is called "Care-  
less Bill,"

At safety he jeers and calls it "all bunk"  
And guards on machines he sneers at as  
"junk."

I've met lots of fellows who're just like  
this guy,

They're never convinced till they lose a  
good eye,

Or a leg or an arm, or some similar fate.  
They're safety men THEN—but, alas,

IT'S TOO LATE.

## Play Safe and Work Safe

A scratch may mean the loss of an arm.  
Have it taken care of and it will do no harm.

One of our employes calls attention to a case he recently observed where a section man was using a shovel in an attempt to move a tie from under the rails. The shovel pulled out and the employe fell backward, but fortunately did not sustain an injury. This is rather severe use for a shovel. There is no excuse for using improper tools as in many cases it has been found that their use was responsible for an injury. He also noticed a laborer using a pick to loosen the ballast between the rails, while another laborer was standing directly in front of him shoveling out the loose rock. This is a very dangerous practice and section men should be cautioned against standing in front of another employe swinging a pick.

The employe who takes chances is the loser.  
It pays to be careful. Work safely.

## SO DO WE

Joan, aged five, out to tea, was puzzled when she saw the family bow their heads for grace.

"What are you doing?" she asked.

"Giving thanks for our daily bread," she was told. "Don't you give thanks at home, Joan?"

"No," said Joan. "We pay for our bread."

# CLAIM PREVENTION

FRIGHT THIS UP HANDLE WITH CARE

## Claim Prevention

S. M. Yates, P. F. I., Bensenville, Ill.

CLAIM prevention on the railroad is probably the most important field now open for improvement and could be remedied by the employes more so than by the management. If the employes would familiarize themselves with the circulars issued by the Claim Prevention Bureau covering the topic, and use their judgment along these lines, it is very probable that this annual account of dead loss to the railroad would be greatly reduced.

### Rough Handling

Rough handling and unlocated damage being the biggest loss could be reduced by the engineer who controls the throttle, the trainmen and switchmen who give the signals, the warehousemen who stow the freight and by the forces having charge of the inspection of loading on team tracks. Prompt and complete reports of any damage noted to the supervisor will also bring about an improvement to this item and in lots of cases will do away with any future occurrence.

### Unlocated Loss

Unlocated loss and robbing would be greatly reduced if the freight was properly checked and inspected when received along with maintenance of perfect seal records after loaded from the point of origin to the time of delivery to industries, freight houses and connecting lines. Failure to furnish proper information and good seal records causes these items to take up the much too large a portion of the circle.

### Derailments

Derailments, another item of dead loss to the company, could be reduced by proper patrolling of tracks, the proper inspection of engines and cars and the use of more precaution by trainmen, enginemen and switchmen when shoving through side-tracks and in the yards, more especially in the larger terminals.

### Delay

Delay, another loss, caused lots of times by poor judgment of the employes. Trainmen, yardmasters and yard forces should familiarize themselves with schedules and put forth a little more effort into making prompt deliveries to industries, team tracks, and connecting lines. Delay to perishable stock and dead freight in practically every case causes dissatisfaction and loss of business to railroads.

### Defective Equipment

Defective equipment losses could be reduced by proper inspection of cars before loading. Care should be exercised in loading cars without leaky roofs, nails in the sides and floors; and above all, they should be clean of all oil and odor.

### Errors of Employes

Errors of employes, another source of loss that cannot be recovered would be on the decline to some extent if employes would use better judgment and when in

doubt of correctness, would consult their supervisor who might be able to put them on the right track, therefore, the saving of money and correspondence.

Temperature failure loss is due to errors of employes in not insisting on proper icing and ventilating instructions on bills of ladings at the point of origin. Other sources of failure are improper icing and salting of cars and the improper ventilating and heating of commodities as per the instructions issued by the supervisor of refrigeration.

To improve claim prevention attend regular monthly meetings when possible and pass on the information and knowledge you receive to your fellow employes and soon the reduction would be noticeable if properly practiced by the employes.

S. M. YATES,  
Perishable Freight Inspector,  
Bensenville, Ill.

## Indiscriminate Stowing—Inspection of Cars Leaving Freight Shed

WE often run across commodities in light pasteboard cartons in L. C. L. cars which are damaged by being crushed by heavy objects stowed along side of them or laid on top. It is not possible to lay down a hard and fast rule as to stowing miscellaneous freight consisting of fragile articles and heavy objects such as hardware, steel casks, large castings, etc., and we have to rely on the judgment of the stower. Shed Foremen, however, should look over all cars leaving the freight house before the doors are closed and sealed, in order to make sure that shipments are properly loaded and leveled down, and that the heaviest shipments are not placed in such a position or loaded in such contact with them as to injure the lighter or more damageable commodities.

## Inspection of Carloads of New and Second-Hand Machinery

DURING the past year we have paid out a large amount of money on claims for damage to machinery in carload lots, signed for as "Shippers Load and Count," which we are convinced were due in large part to the failure on the part of the shipper to properly block and brace the commodity to withstand the shocks of present-day train movement.

We realize, of course, that it is practically impossible to pass on every carload of second-hand machinery offered to us for transportation, but where we can do so, and that condition often obtains, we should have a car inspector, or some other employe well versed in bracing and blocking methods, inspect such cars before the bills of lading are signed, and if the machinery is not properly loaded and sufficiently braced to go out safely, the shippers should be required to do so. There is another feature of this loading which should be watched carefully and that is to prevent heavy machinery

being loaded along one side of a freight car in such a manner as to hinder the car from taking a curve easily with a possible derailment.

## Freight Claim Prevention Letter E. E. Hartwig, Agent, Good Thunder, Minn.

I SHOULD like to submit the following freight claim prevention letter:

First, I wish to say something about the proper handling of live stock shipments. Upon the arrival of the stock cars to be loaded the agent should make a careful inspection of the cars to determine if they are fit for stock loading. If it is necessary to have them cleaned the parties responsible for this work should be notified immediately so as to insure plenty of time.

It is a very good plan for the agent to ask the buyer for a list of prospective customers for stock day. He can then call them by telephone and explain the advantages of getting their live stock to the yards early. Request them to segregate the live stock to be sold and pen them up so that it will not be necessary to chase them all over the farm on delivery day. Do not try to make their business your business, but go about it in a diplomatic way. Results is what you are looking for.

The object in getting the live stock to the yards early is to give the buyer sufficient time to classify them. The wise stock buyer does not load the stock into cars as they are received. He classifies them as to lights, heavies, packers, etc. This takes time, and, of course, makes it necessary to drive the live stock around the yards from pen to pen. If he is not rushed in this matter the live stock will not suffer. If on the other hand, he has to rush, there is danger of winded live stock being loaded. These being unable to stand on their feet are trampled or suffocated by the other live stock, and the carrier pays the claim.

Request the shipper to load according to destination as far as possible. For instance he advises that he is loading four cars to Chicago, three to Austin and four to Albert Lea. Ask him to load the four to Albert Lea first, then the Austin and so. This will save a lot of time for the stock train.

See to it that the hogs are properly showered during hot weather. Do not allow them to shower hogs on their backs, but rather run the water in on the car floor. When mixed cars are loaded insist on proper partitions, and see to it that all bulls are properly tied. Shippers, as a general rule, will co-operate splendidly if they are requested to in a courteous way. Spend as much time as possible at the yards on stock days. If any exceptions are noted, take the matter up with the shipper immediately, and make proper notations on contract and waybill covering.

Agents should be very careful of tile shipments. It is obvious that the carrier pays many unjust claims on this commodity. Large tile are loaded two tiers

high, and a lot of breakage that the carrier ordinarily pays a claim on is done by the haulers in unloading.

It is a very good plan to call the haulers into your office and caution them against starting a car of tile before it has been inspected by the agent and the haulers. It is a very easy matter to inspect tile cars to ascertain breakage. Crawl up into the car and go back to the ends. If there are no depressions or sinks in the load, it is evident that there is no breakage and mark your records accordingly. Caution the haulers against continuing the unloading of tile when there is evidence of a bad order, before they have taken the matter up with the agent. Advise them that they will be held personally responsible for any violation of this rule, and I am sure that you can establish a large percentage of the breakage with the haulers that is ordinarily charged to the carrier.

### Errors of Employees

#### Poor Inspection of Equipment

Blank, N. D., to Chicago, Ill., waybill 175 of March 27, 1929, covers car 144175, a shipment of eggs and poultry. This car checked out at destination with 59 cases eggs wet due to rain entering through leaky roof and doors. Mechanical inspection showed car in very poor condition and should never have been used for any lading which would be damaged by the elements. This claim was settled for \$50.15.

#### Error in Billing

Blank, Wis., waybill 430 of August 28, 1928, covers one phonograph destined Martinsville, Va., postoffice Figsboro, R. F. D. No. 1, Box 70. Our agent at point of origin in billing this shipment omitted the post office notification point, resulting in the shipment being delayed at destination and duplicated. This necessitated our paying out \$3.28 to cover freight charges on the duplicate shipment.

#### Error in Loading

Blank, Ill., to Janesville, Wis., January 21, 1929, waybill 14942 covers a shipment of meat which was erroneously loaded in car checking over at point in Iowa, shipment finally reaching destination in a frozen condition and partially spoiled, claim \$5.10.

#### Error in Delivery

East St. Louis, Ill., to Blank, Ill., waybill 12358 of December 7, 1928, covers N. C. & St. L. 13870, lumber. This car was diverted twice en route, but the agent

at destination failed to comply with section diversion instructions and car was erroneously delivered to wrong consignee, the result a claim in the amount of \$23.37 covering extra handling.

### Failure to Comply with Customs Regulations

Minnesota Transfer, Minn., to Blank,

Ill., waybill 4499 of May 28, 1929, covers one crate well pump and one box fittings. Waybill covering this shipment clearly indicated it was moving in bond, care of the Collector of Customs, Chicago, but in spite of this same was delivered to consignee without customs supervision, and we are now paying a fine of \$25.00 to cover.

## Milwaukee Employes Pension Association Members Entered on Pension Roll April, 1929

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

Name	Occupation	Division or Department
Peter Kammers	Machinist	Milwaukee Shops
Herman J. Bulgrien	Section Laborer	LaCrosse Division
Frank M. Edgerton	Carman	Minneapolis Shops
Ole Falk	Carman Helper	Minneapolis Shops
Hans Hansen	Laborer	Iowa Division
Alga Dean Morse	Cinder Pit Man	Terre Haute Division
Clarence A. Searight	Ticket Agent	Iowa Division
Fred Rohde	Switchman	Milwaukee Terminals
David E. Burrington	Section Foreman	Madison Division
Claus Eliason	Blacksmith	Madison Division
Charles H. Meinke	Section Laborer	I. & M. Division
Russell A. Duell	Pile Driver Engineer	I. & D. Division
James Plzak	Blacksmith	Southern Minnesota Division
John Schultz	Blacksmith Helper	Milwaukee Shops
William C. Smith	Store Helper	Dubuque Shops
Charles Winders	Carman	Dubuque Shops
August Lang	Machinist	Dubuque Shops
Alfred Holt	Machinist	Minneapolis Shops
Nels T. Johnson	Machinist Helper	Minneapolis Shops
William H. Harris	Machinist	Deer Lodge Shops
Abiel E. Brooks	Brakeman	Iowa Division
George Wright	Carman	Illinois Division
Charles Werth	Section Laborer	River Division
John Marasek	Crossing Flagman	River Division
Alex Magnuson	Framer	Minneapolis Shops
Alfred Lundgren	Freight Handler	Twin City Terminal
Charles H. Lee	Carman	Minneapolis Shops

C. W. MITCHELL,  
Secretary-Treasurer.



### The New Station of Mars

A new town is on its way, it rejoices in the name of Mars, but it belongs to our earth planet, and has no relativity to our near neighbor of the sky.

Mars is on the Illinois Division near Galewood, and it came into being because of the location there of the Mars Candy Company, which moved with its five hundred employes from Minneapolis to the Illinois site. It is a going concern of the first magnitude. Their new \$500,000 plant is located on Milwaukee tracks, its building is 672 feet long and 225 feet wide. The new factory has the most modern and efficient equipment and manufactures "Milky Way" candy, with facilities for producing more than one million Milky Ways daily.

### A Veteran

IN recognition of 67 years of service with the Chicago, Milwaukee, St. Paul & Pacific Railroad, Zebine C. Willson has been presented with a 60-year gold service button and a large bouquet of American beauty roses.

Mr. Willson is one of the oldest employes of the Milwaukee Road. His father, Reuben Wilson, emigrated from Scotland in a sailing vessel, which took nine weeks to make the trip from Glasgow to New York. He was a young man of a roving disposition and determined to get as far west as he could. He reached Chicago in 1839, then a small village of a few thousand inhabitants, and he landed in Wisconsin in 1841, settling on a farm near Palmyra. It was there that Zebine C. Willson was born on May 1, 1845.

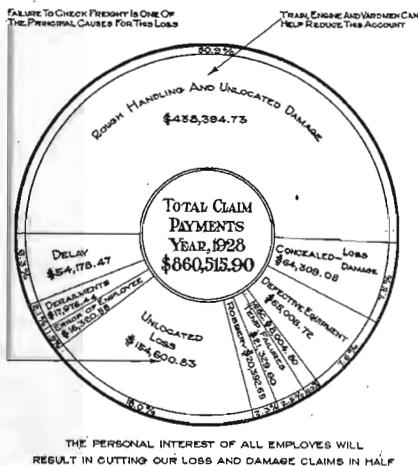
The railroad was built from Waukesha through Palmyra in 1851, and Mr. Willson, as a boy, remembered his father had a contract for the grading, and used ox teams, as horses were scarce and high-priced in those days.

Mr. Willson entered the employ of the Milwaukee Railroad on May 4, 1862, and has been in continuous service ever since.

Mr. Willson, on December 23, 1870, married Miss Helen Porter, who with Mr. Willson, has been active in the community life of Palmyra. His only daughter, Miss Blanche Willson, resides at Waukesha, Wis.

### Recipe for a Home

Half a cup of friendship,  
And a cup of thoughtfulness,  
Creamed together with a pinch of powdered tenderness,  
Very lightly beaten in a bowl of loyalty,  
With a cup of faith and one of hope and one of charity.  
Be sure to add a spoonful each,  
Of gaiety that sings, also,  
The ability to laugh at little things.  
Moisten with the tears of heartfelt sympathy,  
Bake in a good-natured pan, and serve repeatedly.



# HELP WANTED

LOADING  
FULL CAPACITY

INCREASES  
CAR SUPPLY

∞ UNITE FOR HEAVIER LOADING! ∞

## New Freight Car Equipment

**D**URING the year 1929, the "Milwaukee Road" will acquire 4,150 new freight cars:

- 1,200 auto cars 40' 6" long, 10' 0" high with 12' 0" staggard side doors, 100M capacity.
  - 500 auto cars 50' 6" long, 10' 0" high with 12' 0" staggard side doors, 100M capacity.
  - 1,000 ballast cars all-steel "Battleship" type, convertible side or center dump, 140M capacity.
  - 500 single deck stock cars 40' 6" long, 6' 0" side door, 80M capacity.
  - 150 double deck stock cars 40' 6" long, 6' 0" side doors, 80M capacity.
  - 300 ore cars all steel 20' 10" long, 140M capacity.
  - 350 flat cars 45' 0" long, 100M capacity.
  - 150 flat cars 50' 0" long, 100M capacity.
- 4,150

In addition, during the past four years, 1925 to 1928, inclusive, a total of 12,156 new cars were added to our ownership:

- 3,000—80 M capacity box cars
- 2,500—100 M capacity box cars
- 1,300—40' 6" auto cars
- 500—50' 0" auto cars
- 2,500—single deck stock cars
- 150—double deck stock cars
- 6—special type flat cars
- 500—45' 0" flat cars
- 1,000—battleship self-clearing type coal cars
- 500—48' 6" mill type gondolas
- 200—ore cars

12,156

A great many of our older cars have been given so-called "schedule repairs," which means practically rebuilding and strengthening, made good as new, this work being continued on a regular program. Hundreds of the older, light capacity, inefficient, obsolete type of car have been retired.

The same policy has been followed more or less by all railroads, one of the striking results being the reduction in the number of cars on hand in bad order (including cars on hand being rebuilt, strengthened, etc.), as shown in the American Railway Association Semi-monthly Report CS A, covering all Class 1 railroads in the United States:

	Total Cars On Hand	Bad Order	Per Cent On Line
All Class 1 Railroads, 3-15-25	188,919	8.2	1.8
All Class 1 Railroads, 3-15-29	140,571	6.4	8.3
Reduction	48,348		2.8
C. M. St. P. & P.-C. T. H. & S. E., 3-15-25	5,322		
C. M. St. P. & P.-C. T. H. & S. E., 3-15-29	1,828		
Reduction	3,494		5.5

All of the foregoing indicates the "Milwaukee Road," as usual, is a step ahead of the average in providing for our patron's requirements and what an opportunity is thus afforded to—

Increase the average load per car;  
Increase the average miles per car per day;  
Decrease the car hire debit;  
besides taking care of shippers and consignees in a most satisfactory way!

## Average Miles Per Car Per Day

The record of average miles per car per day during the first three months this year shows a decrease of 31 miles per car per day for the three-month period as compared to the same three months the preceding year:

	1929				1928			
	Lines East	Lines West	System	System Cumulative to date	Lines East	Lines West	System	System Cumulative to date
Jan. ....	28.4	30.0	28.6	28.6	29.8	35.4	30.6	30.6
Feb. ....	30.8	34.7	31.4	30.3	33.5	43.6	35.1	32.7
Mar. ....	32.5	41.7	33.9	31.2	35.8	46.2	37.5	34.3
Apr. ....					31.5	42.6	33.3	34.1
May ....					33.2	48.4	35.6	34.4
June ....					34.4	50.0	36.9	34.8
July ....					34.2	45.0	36.0	35.1
Aug. ....					36.7	46.3	38.4	35.7
Sept. ....					36.6	41.6	37.6	35.9
Oct. ....					37.4	43.9	38.6	36.1
Nov. ....					33.8	36.5	34.2	35.9
Dec. ....					32.2	29.2	31.6	31.6
Total, Year .....	34.2	42.2	35.6	35.6				

This, of course, was principally due to the unusually severe weather conditions during January and February this year. It is an indication of the special efforts that must be made during the balance of the year to offset the loss shown during the first three months and to get back to a figure that will equal or exceed that of the preceding year.

During recent years, we have consistently shown an improvement. Notwithstanding the poor start in the year 1929, by special effort in the matter of—

- More prompt handling of equipment, both loaded and empty;
- More prompt handling of equipment, at stations, company as well as commercial freight;
- Meeting car requirements with a lesser surplus on hand;
- Accomplishing delivery to connections of cars loaded and empty, private as well as railroad prior to midnight;

the year 1929 can be made to show an improvement over the preceding year.

## Answering Correspondence

**I**T is a common saying that a matter is never settled until it is settled right. We might paraphrase this by saying that a letter is never answered until it is answered properly. In answering a communication addressed to yourself you will be surprised sometimes, on reading your answer and comparing it to the letter, to find that you have probably overlooked the main query. We often run across answers to letters containing two or more questions to find that one query is an-

swered and the rest ignored, plain evidence that the writer never checked back on the original communication. At least, that is the only explanation we can offer for the inadequate reply. Figure out from the letter what the other fellow wants to know, write the answer and then check back to see if you have given him all the data so that the letter will stay answered.

## A Milwaukee Veteran

**J**OSEPH POKORNY, one of the worthy veterans of our "Milwaukee" family has retired from active employment after having given 54 years of continuous service to our company.

He entered the employ of The Milwaukee Road on May 2, 1874, as a trucker in Freight House No. 1, at the receiving door for the Northern Division, Mr. L. M. Curtis being agent at the time. Mr. Pokorny's father preceded him in the employ of The Milwaukee Road, and subsequently his uncle, two brothers and other relatives also entered the service of the road, remaining with it since in various capacities.

On April 4, 1880, together with others from Freight House No. 7, he went to Chicago with Mr. Earling, then superintendent, who later became president, to seek employment at that point. After two weeks in Chicago, he returned to Milwaukee to begin work as a trucker. In March, 1886, he was promoted to check clerk, which duties he was performing up to the time of his retirement. He was in the service under the supervision of Agents L. M. Curtis, C. H. Place, J. H. Boyle, W. G. Miller and C. R. Dummler, the present agent.

**LOVE IS BLIND**  
"Have you ever loved before?"  
"No, John; I have often admired men for their strength, courage, good looks, or intelligence, but with you, it is all love, nothing else."

# Milwaukee Puget Sound Pioneer Club

THE annual meeting of the Puget Sound Pioneer Club will be held at Tacoma, Washington, August 19 and 20. Program is as follows:

Arrive Tacoma on No. 17, August 19. Registering at hotel headquarters. Business meeting, 1:30 p. m. Dinner dance at 6:30 p. m., at one of Tacoma's hotels. General family gathering.

August 20. Day will be spent at some pleasant Puget Sound beach resort, where dinner, picnic lunch, clam bake, baseball game, dancing, etc., will be the order of the day. Return to Tacoma in evening.

A cordial invitation is extended to all employes to attend.

President Frank Buchanan and wife are now enjoying an extended trip through Europe and Egypt and the duties of the president are being handled by Vice-President H. R. Cahlan, Tacoma.

## Alaskan Trip

On August 22 the Steamship Queen will sail for Alaskan ports, and arrangements have been made by Mr. J. E. Brady, 2908 North Twenty-second street, Tacoma, to obtain reservations for our party on this boat. A cordial invitation is extended to all employes to go on this trip sponsored by the Pioneers Club. Mr. Brady will have entire charge of the trip and he has issued the following invitation:

S. S. "Queen" leaves Seattle, August 22, stops at Ketchikan, Wrangell, Petersburg, Taku Glacier, Juneau, Sitka and Skaguay. Remains at Skaguay eight hours, returning to Seattle, arriving September 3.

A very attractive rate of about \$50.00 per person has been secured, which includes fare, meals and berth.

All persons entitled to free transportation privileges under the law, can obtain this rate and join the party by complying with the following rules:

Fill out regular request for pass, Form 3, properly signed, etc., and forward to Mr. Brady with your request for a reservation on boat trip. The same rules apply as regards dependents as are now in effect when making any request for transportation by employes for their families. Send these pass requests to Mr. Brady and he will arrange for the boat transportation.

Requests for reservations will be held up to July 15 without deposit, but on or after that date, in order to guarantee reservations you must forward to Mr. Brady \$20.00 as a one-third payment of the full price of the trip, which amount will be forfeited unless you fulfill the obligation and pay the balance of the full fare before sailing.

Mr. Brady advises he will do his best to handle all late arrivals, but he cannot guarantee to handle any except those who have reserved space as above outlined.

For full information address Mr. Brady at address given above.

This trip will not in any way interfere with the regular club meeting August 19 and 20, and all who expect to attend will greatly reduce the labors of the committee if they will promptly notify Mr. Brady, chairman of the Entertainment Committee.

L. R. CUNNINGHAM,  
Secretary-Treasurer,  
609 Waverly Place,  
Spokane, Wash.

# PRIZE LIST

## MILWAUKEE BOWLERS TOURNAMENT

1.	Tigers, Minneapolis	2875	\$45.00
2.	Auditor of Station Accountants, Chicago	2728	37.00
3.	Store Department No. 1, Milwaukee	2713	30.00
4.	Sioux, Mason City	2708	25.00
5.	Owls, Minneapolis	2695	20.00
6.	Badgers, Minneapolis	2684	17.00
7.	George Gooding, No. 188, Chicago	2678	14.00
8.	Freight Auditors, Chicago	2672	12.00
9.	Pacific Limited, Milwaukee	2660	10.00
10.	Car. Accountants, Chicago	2644	8.00
11.	Green Bay, Green Bay	2619	7.00
12.	Olympian, Minneapolis	2616	6.00
13.	Sioux, Milwaukee	2611	5.00
14.	St. Paul, St. Paul	2608	5.00
15.	Eighth Street Coach Yard, Minneapolis	2595	5.00

## TWO MEN EVENT

1.	F. D. Dale-E. J. Knoll, Chicago	1253	\$30.00
2.	E. Theis-C. Albright, Chicago	1238	25.00
3.	B. Bakke-R. Ekman, Minneapolis	1212	20.00
4.	R. Esser-W. Hoffman, Milwaukee	1182	17.00
5.	R. Pfeiffer-H. Monge, St. Paul	1175	14.00
6.	W. Spencer-W. Cleath, Minneapolis	1174	12.00
7.	G. Searles-L. Potter, Chicago	1160	10.00
8.	J. Guzy-T. A. Morken, Minneapolis	1159	9.00
9.	J. Shemroski-J. Balderson, Chicago	1158	8.00
10.	A. Comdohr-E. Blankenberg, Milwaukee	1158	7.00
11.	C. Becker-E. Haidys, Chicago	1138	6.00
12.	E. Hansen-E. A. Brock, Milwaukee	1134	5.00
13.	S. Jones-H. Collins, Minneapolis	1129	5.00
14.	E. Hegardt-A. E. Peterson, Chicago	1122	4.00
15.	F. Specht-F. Stowell, Chicago	1117	4.00
16.	A. Ladwig-C. Behr, Minneapolis	1116	3.00
17.	E. Roeker-G. Alexander, Portage	1112	3.00
18.	E. Werner-J. Zarzycke, Milwaukee	1104	3.00
19.	W. Seemuth-E. Umgelter, Milwaukee	1098	2.00
20.	J. Ritter-H. Mueller, Minneapolis	1095	2.00
21.	F. Wagner-C. Stinson, Red Wing	1093	2.00
22.	P. Geisman-F. Dorley, Milwaukee	1093	2.00

## INDIVIDUAL EVENTS

1.	W. Hoffman, Milwaukee	658	\$22.00
2.	H. Treskett, Chicago	645	18.00
3.	J. O'Shea, Chicago	644	15.00
4.	J. Guzy, Minneapolis	643	12.00
5.	A. Farnam, Portage	632	11.00
6.	C. Witt, Milwaukee	623	10.00
7.	L. Curtis, Milwaukee	621	9.00
8.	A. Comdohr, Milwaukee	617	8.00
9.	H. Mueller, Minneapolis	615	7.00
10.	J. Shemroski, Chicago	609	6.00
11.	J. Ritter, Minneapolis	608	5.00
12.	J. Talbott, Kansas City	604	5.00
13.	E. Werner, Milwaukee	603	4.00
14.	I. J. Schuh, Milwaukee	602	4.00
15.	H. Tobin, Chicago	602	4.00
16.	R. Margraff, Green Bay	600	4.00
17.	A. J. Epp, Milwaukee	595	3.00
18.	V. O. Johnson, Minneapolis	594	3.00
19.	A. Preble, St. Paul	592	3.00
20.	F. George, Minneapolis	590	2.75
21.	C. Woelffer, Chicago	590	2.75
22.	R. Esser, Milwaukee	586	2.50
23.	T. Morken, Minneapolis	586	2.50
24.	C. Stinson, Red Wing	584	2.50
25.	W. Pickler, Minneapolis	583	2.00
26.	L. Nelson, Minneapolis	578	2.00
27.	H. Peters, Chicago	578	2.00
28.	A. Bakke, Milwaukee	577	2.00
29.	B. Bakke, Minneapolis	577	2.00
30.	M. Marrin, Minneapolis	576	2.00
31.	E. Gerhke, Green Bay	576	2.00
32.	R. Martwick, Chicago	575	2.00
33.	D. Cork, Milwaukee	573	1.67
34.	C. Behr, Minneapolis	573	1.67
35.	W. Spencer, Minneapolis	573	1.67
36.	S. Jones, Minneapolis	572	1.00
37.	R. Ekman, Minneapolis	569	1.00
38.	W. Steinberg, Chicago	569	1.00
39.	F. Stowell, Chicago	569	1.00
40.	C. Becker, Chicago	569	1.00
41.	H. Timmcke, Beloit	564	1.00
42.	G. Leahy, Beloit	563	1.00

## HIGH GAME OF TOURNAMENT

B.	Reinert, Chicago	\$3.00
----	------------------	--------

## ALL EVENTS

1.	J. Guzy, Minneapolis and Gold Medal donated by James Dolan, owner and manager of Central Alleys.	1840	\$5.00
2.	A. Comdohr, Milwaukee	1826	3.00
3.	B. Bakke, Minneapolis	1818	2.00

## TOTAL ENTRY

Five Men Teams	45
Two Men Teams	87
Individuals	179

## NEXT TOURNAMENT 1930

Kansas City	25
Milwaukee	17

C. BEHR, Secretary.

# The Milwaukee R. R. Women's Club

## Austin Chapter Mrs. Fred Valentine, Historian Served Lunch to Safety First Committee

THE Executive Board of Austin Chapter held its monthly meeting in the club room. Reports from all committee chairmen were read and approved. Plans were made for the entertainment of Mrs. Byram, our president-general, and other officers of the governing board, who are to visit us on May 8. After a lengthy business session the meeting adjourned. Delicious refreshments were served by Mrs. Sam Siegfried and Mrs. John Hogan.

Austin chapter held its May card party in the club room. Bridge and 500 were played at sixteen tables. The prize in bridge was awarded to Mrs. Frank Carragher and in 500 to Mrs. William Smith.

Several of the ladies of the chapter, under the chairmanship of Mrs. G. A. VanDyke served lunch to the men after the Safety First meeting. Over one hundred men were present, and they generously contributed to our fund, for which we wish to thank them.

We were honored May 8 by a visit from Mrs. Byram, president-general; Mrs. Carpenter Kendall, first vice-president-general; Miss Etta Linskog, secretary-general and Mrs. E. F. Rummel, distribution chairman. Reports of the year's work were read by our secretary, Mrs. Bert Elefson; and general business relative to the activities of the club were discussed. Most interesting and instructive talks were given by our guests, which were greatly enjoyed by all present.

A social hour followed the meeting.

## Sioux City Chapter Mrs. R. L. Robson, Historian The Membership Contest

THE board of the Sioux City Chapter met in the home of Mrs. M. R. Landon, with Mes. A. W. Gamel, H. M. Steuben and L. A. Cline as assisting hostesses. Luncheon was served at one o'clock to seventeen members.

After luncheon the most important event was taking account of the number of members each captain and committee had secured during the last month. Mrs. Steuben's team won with a majority of ten members. The race was a close one but we were just fast enough to win the dinner. The promised banquet was held in the home of Mrs. F. T. Buechler, April 25.

The regular meeting of the chapter was held April 22, the usual pot luck dinner preceding the meeting. We had the pleasure of entertaining Assistant General Manager E. F. Rummel, but owing to business engagements, Mr. Rummel did not remain for the meeting, but we did have the opportunity of hearing a splendid talk from him during the dinner.

The meeting was called to order by the president, Mrs. F. T. Buechler. The usual routine business was carried on, and when the letter was read notifying us that Sioux City Chapter had won the \$15.00 prize, we all felt gratified to know how much had been accomplished by putting on the membership drive.

Our chapter sure feels it is on the map and holds hopes of staying there.

## Murdo Chapter Mrs. Carl Anderson, Historian

"WE want you to join our Milwaukee Club" has been the object of the work of this month. Our club has been divided into two warring camps, "The Hornockers" and "The Williams," which will continue to exist as such

until the last of April. Woe be unto the vanquished when they feast the hungry victors at the May social meeting.

Our business meeting for April was held on the 12th at the home of Mrs. William Bowers. It was decided to hold a bake sale on April 20. An interesting report was given by the Sunshine Committee on their activities during the present year on sickness and deaths. The business meeting was followed by a short program of readings by Mrs. Kuhr and musical numbers by Mrs. Carl Anderson. At the close of the program a delightful luncheon was served by the hostess. Due to sickness of our members and the stormy weather, our club has been retarded in its activities, but now it will strengthen and demand as much attention as yearlings can under the sponsorship of:

President ..... Mrs. William Kuhr  
Vice-President ..... Mrs. Matt Anderson  
Secretary ..... Leona Wendt  
Treasurer ..... Mrs. Rex Williams  
Historian ..... Mrs. Carl Anderson  
Ways and Means ..... Mrs. Otto Callen  
Mutual Benefit and Sunshine .....  
..... Mrs. John Guthrie  
Membership ..... Mrs. Walter Hampton  
Social ..... Mrs. William Bowers  
Program ..... Mrs. A. A. Ricks  
House and Purchasing ..... Mrs. Gail Hornocker  
Constitution and By-Laws .....  
..... Mrs. Benj. Morrison

Our winter evening card parties held once a month have been a huge success. The last was turned into an April Fool's assembly at the Kuhr residence.

## Madison Chapter A. D. P.

THE MADISON CHAPTER entertained Thursday, April 25, at a one o'clock luncheon served by the engineers' wives. Eighty-five were in attendance, including 40 guests from the Portage chapter.

Following the luncheon the regular meeting was held and a very fine program enjoyed. The program included two vocal solos by the President, Mrs. Grace Suwalski; readings by Miss Dorothy Lyne and two violin selections by Westly McKenna.

A special meeting was held May 1, at which a group of general officials inspected the Madison chapter. The visiting officials included Mrs. Lydia T. Byram, president-general; Mrs. Carpenter Kendall, first vice-president; Miss Linskog, secretary-general; and Mrs. Rummel, chairman of distribution. Informal addresses were given by the visiting party, members and employes. Some of those speaking were Mrs. J. A. McDonald, past president and wife of the division superintendent; F. A. Maxwell, F. W. Liegoes, Edward Murray and C. B. Corcoran.

Mrs. Grace Suwalski, president of the Madison chapter, presided at this meeting.

## Savanna Chapter Mrs. R. G. Heck, Historian Served Dinner to 150 Members of the Safety First Committee

ON Friday evening, May 3, we were honored with a visit from our President-General Mrs. Byram, who was accompanied by Mrs. Rummel, Mrs. Kendall and Miss Linskog. We were glad to welcome Mrs. Byram and her party and had a very interesting meeting. This was the night of our Gallatin Gateway Ball and there was time after the meeting for Mrs. Byram and the other members of the General Governing Board to visit the Odd Fellows Hall,

where the dance was given and view the Gallatin Gateway erected there.

The play, "Mammy's Lil' Wil' Rose," was again presented by request at the Orpheum Theater in Savanna on April 18.

On May 8 our chapter served dinner in the club house to 150 men who were attending the Safety First meeting held there.

There is also a card party planned during the month of May.

## Mobridge Chapter

Dora Anderson, Historian

OUR card party given in the club room was a huge success in every way. Nineteen tables of bridge and grand nulla were played, there was a nice congenial crowd and all enjoyed themselves. The head prizes in grand nulla were won by Mrs. Dan McGrath and Robert Vail; the high score in bridge by Miss Sarah Jane McCarter and Mr. S. M. Stockdale. Delicious refreshments were served at the small tables and \$32.00 was added to our treasury. We hope to give another card party in the near future.

The regular monthly meeting for April was held in our club room on Monday evening April 22, with our president, Mabel Conger, presiding.

Several matters of interest were discussed, among them the municipal playground project for the children of Mobridge during vacation time, although this was not carried to a vote at this time. It would seem that this is a worthy cause to donate to, as so many of our railroad children enjoy the benefits of it.

Following the business meeting a program was given consisting of two piano numbers by Miss Mazie Ahrens, who played Scherzo in E Flat Minor by Mendelssohn, and Polonaise in A Major by Chopin, a vocal solo "Calm Is the Night" by Miss Hildred Miller and a reading "American Bums" by Arthur Brown. Each number was very well rendered and enjoyed by all present.

Dainty refreshments were served by a committee consisting of Mrs. E. L. Cleveland, Mrs. A. G. Fuller, Mrs. C. W. Nath, Mrs. Miller and Miss Leona Kellaheer.

We hope to have our past president, Mrs. H. M. Gillick with us at our next regular meeting in May.

## Aberdeen Chapter

Winifred Rubertus, Historian

### Membership Is Mounting

OUR April meeting was held on the 4th. Various business items were discussed and the committee heads gave their reports.

We had an attendance of about forty at this meeting; Mrs. J. E. Hills of Minneapolis, former president of our club, being our guest of honor.

We were entertained with several vocal solos by Mr. E. O. Johnson, accompanied by Miss Ida Giedt; also with several dances by Dorothy Morgan and Ruth Van Slyck, accompanied by Lillian Wolf.

At the close of the evening lunch was served by Mrs. Chrisman and Mrs. C. L. Boland as hostesses.

On Friday, April the 12th, a dance sponsored by the Milwaukee Women's Club, was put on in the club rooms. Music was by the Mountaineers, a five-piece local orchestra. Although the turnout was not as large as it should have been, all those present were well entertained and spent a very enjoyable evening.

May the 2nd, being our regular meeting night, a dinner was served at 6:30 to all our members. This was called a picnic lunch, and while there was no resemblance to a "lunch" about it, I think we all had as much fun as though it had been a regular picnic. This was

very well patronized, as about sixty people were served. After the dinner bridge and whist were played for the remainder of the evening.

Our membership is mounting, F. J. Tschohl, car foreman, brought in about sixty contributing members; "little" things such as these, make our membership soar.

### Green Bay Chapter

*Mrs. Jas. M. Hanahan, Historian*

GREEN BAY CHAPTER met for the regular business meeting Thursday evening, April 4, in the club rooms with a good attendance.

Reports were read by chairmen of the different chapters. After the business meeting closed the evening was spent in a social way and refreshments were served. Our social afternoon, April 17, was a most enjoyable afternoon, with Mrs. J. T. Dinwoodie as chairman.

A special meeting was called April 30, at 10 A. M., when we were honored with a visit from Mrs. Byram, president general; Miss Lindskog, secretary general; Mrs. Dixon and Mrs. Rummel.

Mrs. Byram gave us a very interesting talk on club work and the great progress being made in the wonderful work that is being carried on by the different chapters in Mutual Benefit aid; and I am sure everyone present wanted to do something to boost the Milwaukee R. R. Women's Club in its wonderful work.

We sincerely hope that next time Mrs. Byram will be able to make us a longer visit.

### Dubuque Chapter

*Mrs. T. P. Jones, Historian*

A SPECIAL meeting was called May 6 at 8 P. M. There were about 75 people present to welcome Mrs. H. E. Byram, Mrs. Carpenter Kendall, Miss Etta Lindskog and Mrs. E. F. Rummel on their annual club inspection tour.

After the regular club business Mrs. Byram gave a resume of club work on the entire system, also cited many special cases which have been helped by the club. The other visitors gave short talks in regard to dues, song contest and current club business. All of the talks were very interesting and inspirational.

At the conclusion of the meeting the President, Mrs. F. E. Leonard introduced Mrs. E. A. Meyer, former club president who presented each visitor and the President of Dubuque Chapter with a box of candy. Her very appropriate remarks were given in the following rhyme:

On the 1st Thursday in each month  
We meet down here together,  
We each one try to be on hand  
In any kind of weather.  
To keep our treasury well filled  
We play cards and give dances,  
Boat excursions and bakery sales,  
And sometimes we sell chances.  
We visit new comers and the sick,  
Give aid where e'er there's a call,  
And spread good cheer and sunshine,  
To Milwaukee folks, big and small.  
We like to learn of other clubs  
And hear what success they've had,  
For you know it is by comparison  
That things are good or bad.  
And it is comfort and pleasure  
As the year's work we peruse  
To know that the board in Chicago  
Stands back of all that we do.  
They are always ready to help us  
So our efforts and plans may succeed,  
We appreciate their kindly interest  
For encouragement is just what we need.  
Once a year three or four of their members  
Visit each chapter out on the line,

They leave home and social interests  
And their time to club business confine.  
To welcome these distinguished guests,  
Is indeed my happy pleasure,  
Tho' your visit with us will be brief,  
Its memory we will treasure.  
The name Mrs. Byram to us,  
Is synonymous now with good work galore,  
That the Milwaukee Club has accomplished  
Since nineteen-twenty-four.  
On behalf of the club of Dubuque,  
I give, Mrs. Byram, to you,  
This little token of love,  
Admiration and good wishes true.  
When we think of Mrs. Kendall,  
Milwaukee Magazine comes to mind,  
In it the news of the railroad  
And reports of the clubs we will find.  
Mrs. Kendall, as founder of the Milwaukee  
Club,

We take off our hats to you  
And give you this with deepest affection,  
From the Club in Du—bu—que.  
Every organization needs someone  
To gather up all the loose ends,  
Who keeps us in touch with each other  
And to everything else she attends.  
Miss Lindskog, The Dubuque Chapter  
Has a warm spot in its heart for you,  
Please accept this little package  
Accompanied by our love and friendship too.  
Another visitor now is making  
Her initial journey with the "Cast",  
We are glad she has made us this visit  
And hope it will not be the last.  
Mrs. Rummel, please take this little present  
And pleasant memories with you too,  
Of the few short happy hours  
That we've spent tonight with you.  
Day after day and week after week,  
A president works for a club,  
She hears so many criticisms,  
She sometimes thinks she's a dub.  
She calls on the sick, she visits the needy,  
Goes at each problem with a smile,  
But she gets so little encouragement,  
She often wonders, "Is it worth while?"  
We are all prone to criticize,  
And forget to give praise to her face,  
But there isn't one who would do all she does  
Nor who thinks they could take her place.  
We have the very best president  
If you don't like her you're a chump,  
For she is always a friend to all,  
And she's goodness all in a lump.  
So Mrs. Leonard, on behalf of the Club,  
May I express our love for you,  
Our appreciation of all your efforts  
And of the many tasks you do.  
There isn't a calorie in the box,  
If there is we must have missed 'em.  
In their place we put our promise to make  
The Dubuque Club the best on the System.

At the close of the meeting delicious refreshments were served, the color scheme was carried out in pink and white.

Plans have been completed for a boat excursion on the Steamer "J. S." on Thursday evening, May 16. A bakery sale will be held in the very near future with Mrs. O. Wellman as chairman.

Mrs. J. E. Grice entertained the Board at her home, Tuesday, April 29. Cards were played after a short business meeting and were followed by dainty refreshments. Mrs. Rowley was presented with a farewell gift as a token of remembrance of the Board of which she was a member.

### Milwaukee Chapter

*Leona Schultz, Historian*

#### Joint Club and Safety First Meeting

APRIL was a very eventful month in the Milwaukee Chapter. The Fifth Annual Dance and Card Party was held on April 20,

with a record attendance. The drawing for the door prize of a \$10 gold piece was handled by Mr. J. C. Prien and Mr. J. A. Deppe, and was won by Mr. Wm. Armstrong. Soft drinks were donated by the various soft drink manufacturers of Milwaukee and were greatly appreciated. From the many favorable comments on the party, it can be inferred that everyone enjoyed himself and will be glad to support the parties of the Milwaukee Chapter in the future.

At the regular April meeting, it was decided to pay a family \$25 a month until July, when it is expected the father will be able again to take up his work. Mrs. Zimmerman, social chairman, served home-made cakes and coffee, and we were entertained by Misses Mildred Herman and Eunice Druse with a piano solo and a reading, which were enjoyed by all present.

On April 29 the joint Safety First and Women's Club meeting, which we have all looked forward to, was held in the Auditorium of the Public Service Building, with Mrs. Byram and Mr. Flanigan as guests of honor, Mr. D. W. Kelly acting as chairman. Before the opening of the meeting we were entertained by the Badger Blue Birds Orchestra. After Mr. Kelly had opened the meeting, Mrs. Wightman gave a short address of welcome and presented Mrs. Byram with a basket of flowers from the Milwaukee Chapter. Mr. Flanigan then gave a very instructive talk on Safety First, urging everyone to practice Safety First, not only at work, but at home and elsewhere as well. Mrs. Byram in her usual charming manner spoke about the work and accomplishments of the Milwaukee Railroad Women's Club and asked that everyone support the club in what it is doing and what it hopes to do. Following Mrs. Byram's address, Mr. Kelly presented Mrs. Kendall, Miss Lindskog, Mrs. Dixon and Mrs. Rummel, our other Chicago visitors. We were then entertained by Miss Marianne Wetzel with two very beautiful vocal solos. This was followed by a plea for Safety First by Mr. B. F. McNaney a member of the Board of Examiners, who told us he had first practiced Safety First during the Civil War. Mr. Kelly then called on the representatives from the various departments who spoke on Safety First and pledged their support to the Women's Club. The departments were represented as follows:

Car Department—Mr. K. F. Nystrom.  
Loco. Department—Mr. J. A. Anderson.  
Freight Traffic—Mr. E. A. Lalk.  
Passenger Traffic—Mr. J. C. Prien.  
Operating Department—Mr. N. A. Ryan.  
A record was kept of the attendance showing there were 406 present.

During April we also obtained our first contributing member under the age of sixteen years, in little Aretta Light, age 9½, daughter of John A. Light, a traveling lineman. I have sent a picture of our baby member to the magazine and hope it will be published so that all members can see this little lady with her sunny smile.

### Mason City Chapter

OUR CHAPTER held its regular meeting in the local club rooms, April 30, Mrs. W. F. Ingraham, president, presiding.

The customary reports were given by the chairman of each committee, which more than proved the club was active in all departments and functioning to the satisfaction of all. Of course it is the report of the welfare committee that brings home the real work we are doing. There is quite a satisfaction in knowing that when fellow employes are in need, either financially or otherwise, that we are in position to go to them and offer our help and lighten their burden. Our president stressed the point of get-

ting members; both old and new. It is members we have to have in order to make our work a success.

After the business of the club was over, we were entertained by Miss Baker, who spoke to us on her experience in India and China. These travel talks, which the program committee aim to give us each club night, prove to be educational as well as entertaining. Miss Hall then followed with two delightful readings, that were very well rendered. Refreshments were served later in the evening.

On Wednesday evening, May 8, our club was visited by the general governing board, consisting of Mrs. Byram, president-general; Mrs. Kendall, Miss Lindskog and Mrs. M. Burns, the latter being from our neighbor chapter at Sanborn. This visit was very much enjoyed, as we were able to hear just what the club had really accomplished in its four years of existence: It is hard to realize all that has been accomplished in the past four years, and harder still to try and conceive what they will do in the next four years if they continue at the same rate of progress. Mrs. Byram, as usual, gave a most interesting talk on the activities of the club. She related the progress the Mason City chapter had made and complimented us highly. She is a forceful speaker and extremely interesting, holding your interest from start to finish. She cited a few outstanding cases of the club's wonderful work and they were certainly a credit to the organization.

A general discussion of all topics followed, as well as brief remarks by Mr. Beerman, Mr. Meuwissen, and Mr. Johnson. It is the contention of the men that our women should join in the Safety First movement, which, of course, in many cases eventually leads up to the club being called on to render aid to employes that have been injured.

Light refreshments brought the evening to a close.

Our next meeting will decide who is the winner in the Membership Contest. Seems to be considerable rivalry among the men in this work.

## Portage Chapter

*E. Bloomfield, Historian*

THE members of the Portage Chapter gathered in large numbers at the club room on May 1 to meet Mrs. H. E. Byram, president general of the organization, and her party, who are visiting the cities in which chapters are located.

The local president, Mrs. F. P. Miller, presided at the meeting, and the committee chairmen were asked to make their reports before Mrs. Byram took the floor.

The club members were all very pleased that Mrs. Byram seemed so appreciative of the work done, and praised the perfect harmony and general good feeling that existed which makes for the success of every organization.

The Boy Scout movement sponsored by the club, composed of R. R. sons, met with Mrs. Byram's hearty approval.

The Lydia Byram scholarship fund was discussed and voted that we set aside a sum of money for that purpose.

Other business before the meeting was debated and settled.

When Mrs. Byram had finished her interesting talk and kindly advice, Mrs. Kendall and Miss Lindskog made a few remarks.

The party was leaving for Madison at 4:00 P. M., and as time was up they left with all our good wishes.

Later we had a Mother's Day program including daughters. Songs and toasts were given, also refreshments. Members were present from Watertown, Poynette and Pardeville.

## Deer Lodge Chapter

*Mrs. E. O. Waldron, Historian*

### April Card and Dancing Party a Huge Success

THE regular meeting of Deer Lodge Chapter was held on the evening of May 3 at the club house; our President, Mrs. J. E. Pears, presiding. The meeting was opened with singing, followed by recitation of the club motto.

Reports were made by the officers and committees. There was a good attendance.

A wonderful program was put on for the benefit of the members, in charge of Mrs. Bryan Kantner. It consisted of: two violin solos by Janet Baker, Miss Baker was accompanied at the piano by Nellie Flinn; a reading by Louise Rule; Walter Clark sang two numbers, he was accompanied at the piano by Miss Alden. There were thirty-one renewal and two contributing members for the month of May.

Our chapter gave a card party and dance April 12 and judging by the reports it can be considered as a huge success from every point of view, as all who attended report a very, very good time.

The meeting then adjourned and delicious refreshments were served after which we all went in a body to the big Rainbow Dance.

## Kansas City Chapter

*Mrs. W. B. Jackson, Historian*

THE regular monthly business meeting was held on Saturday night, May 4.

The president, Mrs. Flossie Lipp, having resigned, Mrs. E. R. Morrison was elected to fill the vacancy. Mrs. Morrison is the wife of Attorney E. R. Morrison and a sister of Mrs. Lydia T. Byram, president general. We were very fortunate to secure this estimable lady for our president and the members should rally to her support and make our chapter one of the best on the system.

Mrs. J. F. Anderson was elected first vice-president. Mrs. Anderson has so efficiently served in our chapter that we know her good work will continue.

Mrs. Frank Biesecker was elected second vice-president to fill the vacancy made when Mrs. J. H. Lord moved to Davenport. If Mrs. Biesecker is called upon to fill the chair there will be no work left undone. Her motto is, "Whatever is worth doing at all is worth

doing well." Mrs. Biesecker was appointed membership chairman.

Ways and Means chairman, Mrs. E. B. Jones, reported \$55 proceeds for dance on April 2.

Mr. Elmer Rudolph, one of our contributing members, is still ill at St. Luke's hospital. Mrs. Milton Leaton, Sunshine chairman, reported that flowers had been sent to Mr. Rudolph.

After our business session the meeting was turned over to our guests from Chicago. Mrs. Lydia T. Byram was the first speaker and in her usual charming manner she told us many interesting incidents and numerous ways where help and comfort had been provided for many of the members. We regret very much that all of our members did not meet Mrs. Byram, for we have never known a more sincere woman, and one whose heart is so completely absorbed in the good work of the club and one whose pleasing personality has won many, many friends for her. Mrs. Carpenter Kendall, Miss Etta Lindskog and Mrs. E. F. Rummel also spoke to us in a way which brought new enthusiasm and greater incentive that we may be able to accomplish much more in the year to come. We extend our appreciation to these ladies for their visit, and we welcome them most heartily to our chapter at any time.

After adjournment the dining hall was thrown open and the guests and members were seated at tables, beautifully decorated with snow balls, bridal wreath, purple iris and red tulips. Brick ice cream, angel food cake and assorted mints were served.

## Three Forks Chapter

*Leta H. Coffin, Historian*

A REGULAR meeting of Three Forks Chapter was called on Monday evening, April 8th, by the President, Mrs. Shaddock. The meeting was held on Monday instead of Tuesday evening in order that the members might have the pleasure of hearing Mrs. Carpenter Kendall. Mrs. Kendall was in Three Forks in the interest of The Milwaukee Magazine and was kind enough to give the evening to the Women's Club.

About fifty members heard the interesting and "peppy" talk on the work of the Women's Club in general, during this year.

The Ways & Means Committee are busy again. They have planned a card party for



The Chicago Gallatin Gateway Dance Committee. Seated: Mrs. O. W. Dynes, President, Union Station Chapter; Mrs. W. W. K. Sparrow, President, Fullerton Avenue Chapter. Standing: Misses Gertrude Shoyer, Anna Olson, Mary Lawler, Clara Gustafson.

April 16. The party will be held in our lovely club rooms. On May 4, a dance will be given in the Henslee Auditorium. The Emma Meyers five piece orchestra from Bozeman will furnish the music. The dance will be preceded by a May Festival for the children instead of the customary grand march. Come early and be entertained by the children for half an hour.

A postal card shower will be given for a member who has been confined in the hospital for some time.

A joint meeting of Three Forks Chapter and the Three Forks Federated Club will be held in the Club Room April 25th. Mrs. Olga Ross Haman of the Bozeman College will talk on her recent trip to India. Everyone cordially invited to attend.

The Sunshine Committee reported eight visits made, fifteen telephone calls, one letter of sympathy and four bouquets sent to members.

The Mutual Benefit Committee spent \$31.50 during March, besides placing clothing in needy homes.

At the close of the meeting, Mrs. Heir played two violin solos and Lucy Barnes a piano number. It is always a treat to have music during the evening.

Seven tables of Bridge provided entertainment while the Hostess Committee prepared a dainty lunch.

The next regular meeting will be a real treat for the members. Some of our talented ladies are preparing a play to be given at that time.

### Miles City Chapter

*Mercedes McGrath, Historian*

#### Increased Voting and Contributing Membership

MILES CITY CHAPTER met in the club rooms on Friday, April 26, with Vice-President, Mrs. H. E. Riccus presiding. The club motto was recited and several songs started the meeting off successfully.

Reports of the various Committees were given. The Dance Committee reported wonderful financial success of the Depot Dance held April 3 in the depot, over three hundred dollars being cleared.

Mrs. Kyger, membership chairman reported an increase in both voting and contributing members. Mrs. Nimbar reported a number of sick calls made and flowers sent to two families where there was death.

A card party was planned to be held in the near future, but the date left open for the committee to decide. Mrs. Fellows reported on several cases that had been helped and two others she had investigated. After hearing the report of the investigation, it was voted to extend assistance.

A short program arranged by Mrs. George Berg was enjoyed, featuring some of the younger Milwaukee talent. Alice and Vera Patterson and Helen Zuelke played a trio; Dorothy Knowles gave a clever reading and La Verne Knowles concluded the program with a piano solo.

A nice lunch was served by the Hostess Committee with Mrs. Spear, chairman, and a social hour enjoyed.

### Wausau Chapter

*Bertha Hoehn, Historian*

OUTSTANDING events just now include the visit next Sunday from our officers-general, Mrs. Byram, Mrs. Kendall and Miss Lindskog.

Every possible effort is being made to insure a big gathering of the "Milwaukee" people on the Valley Division, as well as those living in Wausau.

All who have been so fortunate as to meet,

and hear, these wonderful leaders of ours, are enthusiastic about this occasion, and can assure all who attend that they will be amply repaid for any effort made to be with us.

At the regular meeting, May 14, two projects besides the usual reports were discussed and planned.

One, the Milwaukee Railroad picnic, date to be announced later, and the other, the sponsoring of a movie by our members, on May 24 and 25, by which we hope to net a good sum of money for the relief fund.

After the meeting, bridge and five hundred were played—first and second prizes in bridge going to Mrs. Emilie Randow and Mrs. Leo Ziebell, and for five hundred, to Mrs. Lawrence Nowitzki and Mrs. Oscar Sutherland.

Refreshments were served by a committee of the following members: Mrs. Felix Slomski, Mrs. Lester Boettcher, Mrs. John Dexter, Mrs. M. E. Donovan, and Mrs. Lillian Atkinson.

Forty-two members attended, including several from Merrill and Tomahawk.

### Sioux Falls Chapter

*Mrs. H. B. Olsen, Historian*

ON May 13 our Chapter had as its distinguished guests, Mrs. Lydia Byram, President General, Mrs. M. M. Burns, second vice-president and Miss Etta Lindskog, secretary. A special meeting was called for 2:30 P. M. with an invitation extended to all employes to attend the meeting. The Club House was filled to its capacity, there being about as many men present as ladies which proves the men are just as interested in this movement as the women. Every one enjoyed the talks made by Mesdames Byram, Burns and Lindskog. Mrs. Byram stressed the subject of "Safety First" and urged the Club to get behind the Safety First movement and attend the meetings.

After the close of the meeting, Mrs. Byram was presented with a beautiful basket of roses and a large box of "Mary Elizabeth" chocolates, as a token of esteem from this Chapter.

Messrs. F. T. Buechler, Supt., F. R. Doud, Train Master, and H. M. Stueben, traveling freight and passenger agent were also out-of-town guests present at the meeting and these gentlemen gave us some very fine talks which were enjoyed by everyone.

As an appreciation to those who so generously devoted their time in selling tickets for the big dance held on April 11, a Club dance in their honor was held at the Passenger Station on April 26. Refreshments were served and the Pierce-Fanelle orchestra furnished the music. Every one present report "just a wonderful time."

### Channing Chapter

*Mrs. A. J. Harnish, Historian*

AT our meeting on April 30 we were highly honored by having with us Mrs. Byram, Miss Lindskog and Mrs. Rummel and Mrs. Dixon.

After our president, Mrs. Carey, introduced the ladies the committees' reports were read.

Mrs. S. Johnston, Ways and Means chairman, had a very good report. It showed she has been busy. The committee is preparing another banquet for the boys of the Hi-Y Club, to be given on Wednesday, May 8.

Mrs. Byram gave a very interesting talk on club work, the good work accomplished by our chapter and also the other chapters. She gave many helpful suggestions for betterment and we feel that her talk has made us understand how necessary our club is.

We were very glad to have the ladies with us and hope they will come again in the near future.

After the meeting cards were played and refreshments served by the hostesses of the eve-

ning, Mrs. H. Anderson, Mrs. A. Mantenfell, Mrs. Geo. Riley and Mrs. Geo. Carey.

### Ottumwa Chapter

*Mrs. James B. Davis, Historian*

HELLO, everybody; the Ottumwa Chapter greets you.

The regular meeting was held Friday, April 12 and Mrs. J. V. Tuomey was appointed Chairman of the Ways & Means Committee. After the meeting, cards were enjoyed.

On April 27 our social meeting was held. Games were played, prizes being awarded. Mrs. Reynolds, Mrs. Sheridan and Mrs. Webber. Refreshments were served by the Committee consisting of Meses. Kemp, Ruhland, Davis, Grant, Palmer, LaBelle, Tromm and Simmons.

The card tournament was started on Monday, April 29, twelve tables of Bridge to be played on four Mondays and prizes to be awarded the highest score holder on the last Monday.

On Saturday, May 4, Mrs. H. E. Byram, Mrs. Carpenter Kendall, Miss Etta Lindskog and Mrs. E. F. Rummel were welcome guests at our club house from 9:30 until 11:00 A. M. A business meeting was held and we were very happy at the praise given our club house park and for the charitable work we have accomplished.

### Tomah Chapter

*Mrs. Herman Lanke, Historian*  
**Interest Growing Steadily**

HERE we are again, as usual. Our regular monthly meeting of the Tomah Chapter was held in the community rooms of the public library May 1, with Mrs. Wm. Brown, our president, presiding.

Attendance was very good, with two visitors present. One an old member, Mrs. H. Dams, who moved to Chicago, the other was the mother of our past president, Mrs. A. Harris.

The meeting was opened by the reading of the club motto, and singing of two songs; "The More We Get Together" and "America The Beautiful." Secretary and Treasurer reports were read and approved, also other committee reports were given.

The Sunshine committee reported a wonderful month, everyone being well, only two cards were sent.

Our afternoon tea which was given April 10, was a big success and well attended, the quilt blocks were judged by two outside ladies. They were judged in the following manner: neatness, Miss Ada Last; attractiveness, Mrs. H. Neitzel; most work, Mrs. R. Zimmerman; most stitches, Mrs. H. Duvic. All blocks were beautiful, but only four prizes were awarded.

We also raffled a door stop, Mrs. E. May was the lucky winner. Patterns and receipts were exchanged by the members after which refreshments were served, then all departed for home, reporting a good time, also their time well spent.

All members were presented with the Galatin Gateway stickers to advertise the Milwaukee Railroad.

Our programs are getting more interesting each month. They are being put on by a committee, each one trying to do her bit. The chairman of the committees was Mrs. St. Goff, who presented the following program: Piano duet..Clara Frohmader and Lauretta Goff.

One Act Play—

Please Pass The Cream.....Edna Deering and Evelyn Brown.

Piano solo.....Mrs. Russel Poquette.

Sunshine collection was taken and the meeting adjourned. Our next monthly meeting will be held June 5.



# AT HOME



Some Idaho Division Juniors: The first seven are the children of Idaho Division Chief Clerk W. T. O'Reilly. Left to Right, they are: J. Ward, 13 Years; Eileen, 11 Years; Patricia, 10 Years; Betty Francis, 6 Years; Jack, 5 Years; Geraldine, 3½ Years; Joan Lorraine, 13 Months. Phyllis Irene, Daughter of Dispatcher R. C. Peterson; Betty Lorraine, Daughter of Agent Frank Severs, Usk, Washington; Betty Jean, Daughter of Engineer Guy Poole, Spokane.

## The Slant of the Young Modern

Elinor Corcoran

WITH Mother's Day still fresh in our minds we of the so-called "young moderns" forget for a while our own selfish selves and turn our thoughts to the most important person in our lives—our mothers.

It is, perhaps, too often the case with us that we think everything should be put into our clothes and accessories and that our mothers should wear clothes less fine than ours—sometimes we may even be willing to see them going actually shabby. But even with this attitude of their daughters to face, some mothers succeed admirably in looking the part of the elder sister rather than that of an old lady ready for the chimney corner; and they do this because they have good taste and know what is becoming.

Simplicity in dress for our mothers is as fit as it is for us, and they achieve style by following its dictates. First of all, there is the choice of color, and that is more important perhaps for an older woman than it is for her daughter, because youth can "get away" with some things which middle age can not. On the other hand, the older woman has possibilities for greater beauty and attractiveness than any one of us has. To me, there is no hair more beautiful than grey or white, and the white-haired woman who takes exceptional care of her "crown of glory" and who uses her natural complexion as a basis for her type of clothes is bound to be striking.

Now to begin with, the modish elder choosing her becoming color and making

an outfit simple and conservative, with most of the richness in the materials, has the fundamentals of an outfit that most of us young moderns at heart like to see on our mothers.

Grey, black and dark blue can be worn by the woman with grey or white hair, and these plus tans and browns can also be worn by the woman whose brown hair is hardly more than streaked with grey. But beware of the lavenders, Oh mothers of ours, if you would not assume the mantle of age. Lavender goes with old lace and they are attributes of a still older generation.

As for the style of the outfit, the more the clothes lack excessive frills and novelties, the better and more becoming. That does not mean that Mother's clothes should not be quite the last word, just as we wish our own to be, or that they shall be entirely without plaits or ruffles. I am sure none of us "young moderns" want to see our mothers come out with tight belt around the waist or with the skirt above the knees, but neither should the belt be lacking if belts are worn, nor should her skirt be unstylishly long. It is the feeling among the most of us girls that no matter how superficially flighty or rough we may be, we like refinement and good taste in our mothers, and secretly or openly hope to be like them some day.

While I mentioned the four colors above, there is no reason why the older women should confine themselves to those alone. Flowered chiffons, printed silks, light colored georgettes are for them as well as for us, provided they are designed to portray the proper dignity. I saw a blue flowered chiffon gown on a woman

with snow white hair, and she was stunning, so striking that people turned to look after her as she passed. The secret of that frock lay in its simple drapery, its moderate length and its smart outlines.

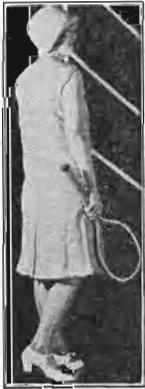
A gown like that, or one of georgette, or a dotted crepe is always good for afternoon and dinner and summer evenings. For street wear a dotted crepe could be made into an attractive ensemble by a hat and coat to correspond and dark or grey shoes.

Even though the modern "business woman" may not be included in the category of "our mothers," still she requires place in our attention. The well-dressed business woman, according to my observation is conservative in her costuming. Black and dark blue are her usual choice of color, although brown may always be chosen by those who by reason of complexion and coloring can wear it. It is, however, a trying color in itself. Black and dark blue work wonders when properly treated in the business costume; and with a smart black hat, black shoes and gloves to match the hosiery, Mrs. Business Woman steps out as smartly clad as any of us young moderns.

Last of all, and returning to our mothers, let me uncover one more of our secrets. We girls may use a quantity of powder and paint, and use the lipstick freely, but let our mothers be too lavish in the employ of such "beautifiers" and it upsets us completely, because somewhere in the backs of our brains we find ourselves wishing for sweetness and dignity, the qualities we prize most in our mothers, and the qualities we hope ourselves some day, to find we have inherited.

## A Charming Ensemble

A smart costume for the Elder Modern, if one may coin a phrase from the above was seen on the boulevard recently. The gown was of a black and white silk and wool mixture with fine side pleats extending from one side, part way across the front, and another group making up the needed fullness at the opposite side and toward the back. The back was plain with a narrow belt clear around at the upper hip line. The surplice front was crossed almost in the center and a crisp white pique band outlined the neck and surplice clear to the waist line. A crisp little pique vestee and cuffs that were caught together with link buttons completed the gown. The length was twelve to thirteen inches from the floor. The long coat was black broadcloth with a white fur collar and the hat was a combination of black Bangkok crown, black felt brim quite deep on one side and rising smartly on the other side to above the tip of the ear. A perky black ribbon bow stood up at the back quite above the crown. Light colored hosiery and gloves and chic black oxfords completed the costume. All in wonderful taste, and not prohibitive as to expense.



The Milwaukee girl will enjoy this smart print for her vacation togs this season. It is a pen and ink print in blue and tan and a wide brown suede belt, with a lovely cross fox fur and a tan bakou straw hat with the long back for the girl whose hair is growing.

The new U back tennis frock is the latest in sports apparel, for sun-tan popularity has swept the social horizon. This frock is a yellow crepe with pleated skirt to allow freedom on the tennis courts. The hat is a yellow felt with long back and turned off the face. Her shoes are white sandals and her hose are the popular sun-tan shade.

(Courtesy of The Davis Company, Chicago.)



Aretta Light

## The Patterns

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

6503. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3½ yards of 39 inch material. For vestee, collar, and belt of contrasting material, ¾ yard is required 39 inches wide and cut crosswise. Price 12c.

6496. Ladies' Apron. Cut in one size—Medium. It requires 1½ yard of material 35 inches wide or wider. For yoke, sash and pockets of contrasting material ¾ yard 35 inches wide and cut crosswise is required. To finish the outer edges of the apron with edging will require 3 yards. To finish with bias tape as illustrated requires 11½ yards 1½ inch wide. Price 12c.

6490. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4¾ yards of 39 inch material together with 1 yard of lining 32 inches wide for the underbody. The vestee of contrasting material requires ¾ yard 18 inches wide and cut crosswise. The width of the

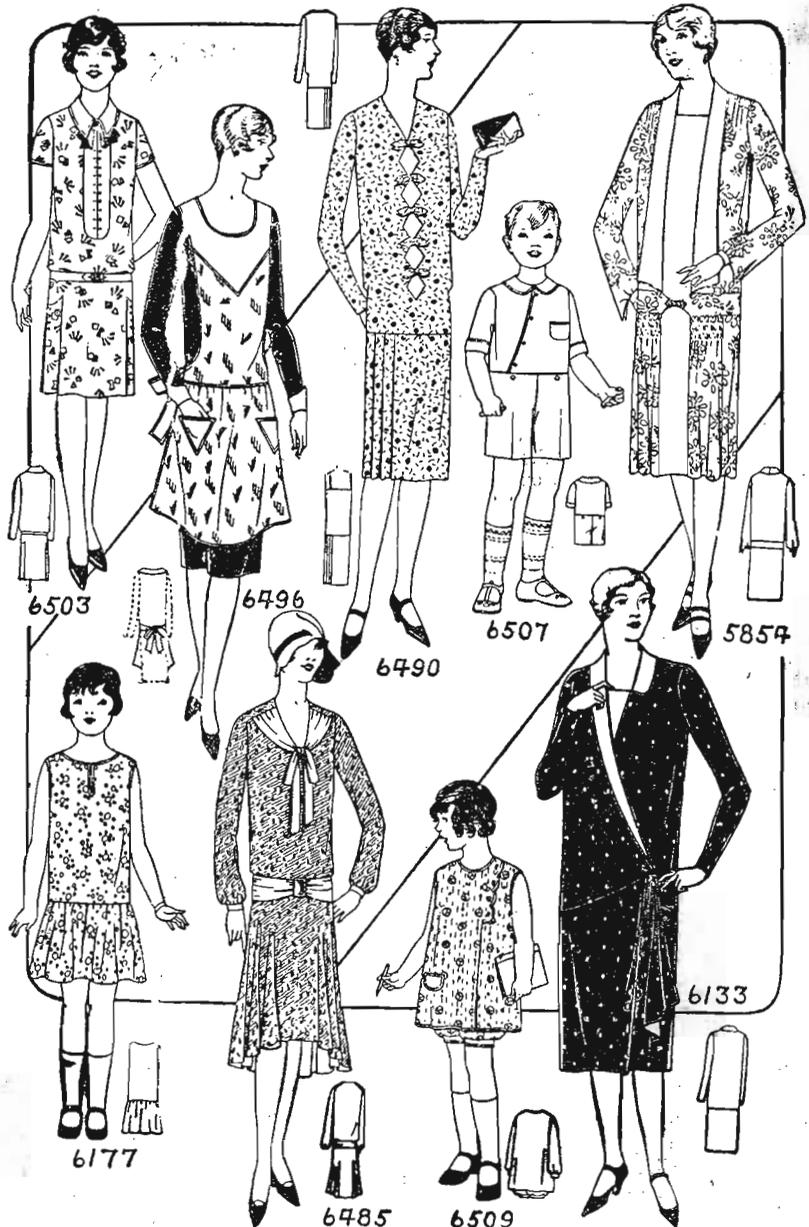
dress at the lower edge with plaits extended is 2¾ yards. Price 12c.

6507. Boys' Suit. Cut in 3 sizes: 2, 4 and 6 years. A 4 year size requires 2¼ yards of 32 inch material. Pockets and trousers facings of twill or lining will require ¾ yard cut crosswise. ¾ yard of buttonholed banding is required for the trousers. Price 12c.

5854. Ladies' Dress. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 44 inch size requires 4¾ yards of 32 inch material together with 1 yard of contrasting material. The width of the dress at the lower edge is 1¾ yard. Price 12c.

6177. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 1¾ yard of 39 inch material. To finish with bias binding as illustrated will require 2¾ yards. Price 12c.

6485. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 4 yards of material 39 inches wide or wider. For kerchief, tie, girdle and band cuffs of contrasting material ½ yard is required 39 inches wide and cut crosswise. The width of the dress at the lower edge with fullness extended is 4¾ yards. Price 12c.



6509. **Girls' Dress.** Cut in 3 sizes: 2, 4 and 6 years. A 4 year size requires 2¾ yards of 32 inch material if made with the sleeves. Without the sleeves the material is ¼ yard less. To make leg bands and pockets of contrasting material requires ¼ yard 32 inches wide and cut crosswise. Price 12c.

6133. **Ladies' Dress.** Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 44 inch size requires 4¾ yards of 35 inch material together with 1½ yard of contrasting material for facing on vestee and collar, and underfacing on the drapery. The width of the dress at the lower edge is 56 inches. Price 12c.

### Good Things to Eat

**New Potatoes in Casserole.** Wash and scrape eight uniform sized new potatoes. Cover with cold water and let stand two hours. Drain and lay in a casserole. Sprinkle with salt and

add one teaspoon of butter for each potato. Cover and bake until soft (forty-five to sixty minutes, according to size), turning every fifteen minutes.

**Spinach Soubric.** Two quarts of spinach after washing and draining. Boil until soft, drain and chop. Add two tablespoons of grated cheese and two egg yolks slightly beaten. Season with salt, few grains of cayenne and nutmeg. Cook five minutes, stirring constantly. Remove from stove and stir in the unbeaten white of one egg. Measure by tablespoonfuls, saute in butter, arrange on platter and pour around one cup of white sauce.

**Puree of Spinach.** Wash, pick over and cook in boiling salted water, one-half peck of spinach. Drain, chop finely and run through sieve. Reheat, adding three tablespoons of butter, one tablespoon of flour and one-half cup of cream, add pepper to taste. Arrange on serving dish and garnish with yolk and white of hard boiled egg and fried bread cut in fancy shapes.

**Stuffed Onions.** Peel six large Bermuda onions and scoop out part of the inside. Place in saucepan, cover with boiling water and boil six minutes. Drain and stuff with veal force-meat. Place onions in pan on six thin slices of fat salt pork, pour around one cup of brown stock and bake until onions are soft (about thirty-five minutes). Remove onions to serving dish, strain the stock, skim off all fat possible, add one teaspoon of beef extract, one-fourth tablespoon butter and salt and pepper to taste. Pour over onions.

**Veal Force-Meat.** Finely chop raw veal, having about one-half cup after chopping. Add two tablespoons finely chopped fat salt pork and one-half cup soft bread crumbs cooked in one tablespoon of butter and one-half of a finely chopped onion, three minutes. When mixture is well blended, add one-half teaspoon salt, one-eighth teaspoon pepper and one egg, slightly beaten.

# SPECIAL COMMENDATION

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

Iowa Division, Fireman Owen Fox, on train No. 3, May 5, discovered a broken rail west of Oxford Junction. About 1¼ inches was gone. They stopped at Hale and called the operator so that CTXB which was close behind No. 3 was stopped. As the rail was broken in the joint the signal did not go to danger and no doubt this would have caused an accident.

B. & B. Foreman Ralph Horning, going into Joliet on motor ear April 11th, found a broken rail which he promptly reported to section foreman.

On April 2, while section foreman J. Van-Shapen was unloading tie plates in River-Division Yard, he discovered a large piece of flange broken off one wheel on S. E. car 14362. No doubt a serious derailment would have occurred had this car been allowed to go out in this condition.

Lee Colville, Agent, Davis, Illinois discovered a broken truck in train No. 73, Conductor Kelly, March 29, and promptly flagged the train down. The train was stopped and the defective car set out.

Dubuque Division Conductor J. D. Welsh, Train No. 3, while meeting No. 70 at Park Siding, April 4, noticed a brake beam down on the latter train and promptly notified the crew. Train was stopped and the brake beam removed.

B. & B. Foreman T. Post, S. M. Division, while S. M. Train No. 72 was passing Granada station was standing on station platform and noticed a hot bearing on third car from engine. He very promptly gave the engineer an emergency stop signal and train was brought to a stop, which without question averted a serious derailment.

In connection with the above, J. E. Clayton, displayed train order signal, thus aiding in stopping the train when the hot bearing was discovered.

On March 7, Conductor Clarence Baum, westbound train, Iowa Division as he passed the CBXB was watching their train and discovered a broken arch bar on UP car 71551. He called the crew's attention to it, train was stopped and it was found that this car

was badly broken and the car could not be moved.

Agent C. F. Johnson, Osgood, Mo. discovered a dragging brake beam on Extra 8231 April 19, while train was passing his station and signaled the crew, stopping train and thus averting a possible derailment.

Agent F. H. Clark, Belvedere, S. D. was exceptionally helpful to a woman patron, sending telegrams for her and assisting her with her routing and ticket. The lady was very appreciative of his courtesies and wrote to Superintendent Ingraham complimenting him on the type of agents the Milwaukee Railroad had in its employ.

On March 27th Yard Brakeman B. J. Flaherty, working on 3 P. M. Chestnut Street crew, fired the engine after the regular fireman, Mills, had been taken sick. The Chestnut Street crew were making delivery to the G. N. from the Old Yardmen, when Fireman Mills was stricken very suddenly. Yard Brakeman Flaherty immediately relieved him and fired the engine the balance of the shift, while Foreman F. E. Davison and the helper W. R. Frye worked short handed.

On April 27, engine watchman, Leonard Weatherwas, at Linton, discovered broken arch bar on S. E. 30219 loaded with stone while walking along side of northbound Extra 8232.

R. M. Division Conductor C. N. Clark was instrumental in obtaining the routing for our line of two cars of Durant automobiles for the Brannan Motor Company, Missoula, Montana. Good work of this kind is highly appreciated by the Traffic Department. "Come again", Mr. Clark.

S. M. Division Mail Clerk C. A. Tomeraasen was instrumental in securing for The Milwaukee Road, a shipment of household goods for Salem, Oregon, on which the earnings were \$117.00. This interest in behalf of the railroad is highly appreciated and Mr. Tomeraasen has received the thanks of the Traffic Department for his good work.

### Compliments R. & S. W. Division Conductor Wm. Hyde

The following letter to Superintendent N. P. Thurber is in acknowledgment of the courtesy of Conductor Hyde to a woman patron and of his extra effort to restore the lost purse of the lady to its owner:

Dear Sir:

This is a letter in commendation for one of your employes, on the run between Davenport and Freeport. This morning my mother made the trip from Davenport, and as she is not accustomed to traveling alone, she became somewhat anxious as the train neared Freeport, and in her excitement she left the coach and forgot her pocket book, which she left on the seat in the coach. The Conductor, Mr. Billy Hyde, found the purse, and saw us drive away from the depot. He also noticed another car going the same way, and he requested the driver to catch us and inform us that he had found the purse. Just as mother noticed her loss, this car drove up and told us the conductor had the purse at the depot. We returned to the station, secured the purse, and the conductor would accept no reward for his honesty. Such things should not go unrecognized, and we certainly have the best to say for the honesty and integrity of Mr. Hyde. You should be proud to have such men on your payroll. It was not only his honesty, but his effort to have the purse returned to the proper owner, that we appreciated. This is indeed a small return for such meritorious service, but sometimes a kind word goes a lot farther than a monetary reward.

I feel that the least I can do in this case, is to report the gentlemanly conduct of Mr. Hyde, and to commend his service to his superiors.

Very truly yours,  
W. A. WIESE.

### Appreciates Aid to Sick Relative

The letter which follows from Mrs. W. M. Orcutt of Sioux City, to Mr. H. B. Peterson, ticket agent at Sheldon, Iowa is a fine tribute to the habit of courtesy and helpfulness of our employes:

March 16, 1929.

My Dear Mr. Peterson,

Can you go back in memory to the second day of last month when you helped us out by phoning for authority to hold the fast train so that our sick brother and his doctor could get aboard? We have thought of it many times and I have wanted to write and express my appreciation. Until

this week I did not have any real good news about our brother, Mr. R. W. Orcutt. He is reported to have come out of that condition like sleeping sickness following the Flu and is going to get well, we believe now. My husband, Mr. W. M. Orcutt says the fine, big man who helped him on the train was Mr. Boardman and we want to thank him again, too. I was sorry afterwards that I did not go into the depot and speak to you again, but I did not think fast enough, or perhaps I was too, much out of breath as I had just gotten back from making a fast run through the snow down to the other depot to guide them from going there by mistake, which they would have done.

We shall always feel that you and Mr. Boardman played a very important part toward his recovery. While there is never a good time for being sick this attack of R. W.'s seemed to be most inopportune as January 15 was the day he was to have been installed as High Priest in the Royal Arch Masons. We think he should have given up before he did but he was hoping all along that he could go to the Temple that night for the installation. He tells us now that he does not remember anything about the trip to Sheldon or taking the train; but we do, and it is always with a feeling of the deepest gratitude to you and Mr. Boardman. Please tell him as I do not know how to reach him, and I hope we may meet you both again some time.

Most sincerely,

(Signed) Mrs. W. M. ORCUTT.

### Congratulates on the Type of Service Rendered

In the letter below, Mr. C. O. Frisbie, vice president of the North American Car Corporation writes to G. L. Brown, General Superintendent of Transportation of the "type of service" he received while traveling on the Wisconsin Valley Division. Mr. Brown passes the letter on for publication as commendation due to the employes who helped to make a winter journey pleasant.

Dear Mr. Brown:

I am writing this while riding through the snow peaks enroute to Merrill. Had a most enlightening thrill this morning when the porter volunteered the information in the washroom—"breakfast any time you wish it."

While I do not eat very much breakfast, as a rule, I enjoy it the most of any meal in the day. When I entered the dining car, I saw a modern car, and forgot I was traveling through the wilderness, with snow peaks one to three feet high on the tracks.

The waiter who served me proved to be a most intelligent young man, a great deal more so than is usual on trains where travel is not heavy. The chief, Mr. Speed, came to me when I paid my check and apologized for giving me all one-dollar bills in change. I had given the waiter a \$10.00 bill, which appeared to be the smallest I had. I then remarked to him that I enjoyed the prunes because they were extremely fine, and he replied, "I am glad you enjoyed them, sir." I observed one of the waiters, in addressing a passenger, said, "Have you sufficient hutter, sir?" I cannot help but comment favorably on the porter also, because he seemed to me to be of rather an unusual type. He was extremely polite, had initiative, and in my judgment was an all around good man.

You are to be congratulated on the type of service you are giving. I think I am in a position to judge, as we do everything, by comparison.

Yours very truly,

(Signed) C. O. FRISBIE,

Vice-President.

## Those of Us Who Do

G. P. F.

INFORMATION from Switchman J. H. Corcoran at Minneapolis, resulted in the sale of a ticket, Minneapolis to Chicago. This happens to be a party who has been using a competing line, but promises now to use The Milwaukee in the future.

Mr. Harry Burns, warehouse foreman at Kansas City, has a letter under date of May 11th, from Mr. T. W. Proctor, assistant freight traffic manager, as follows:

"It has been brought to my attention through our representative at Kansas City, the nice business we are securing from the Cultra Company of Salina, Kansas, due entirely to your efforts.

"I wish to thank you on behalf of the Traffic Department and assure you that your co-operation is greatly appreciated."

Agent McPherson at Union Street, Chicago, reports business secured by employes in that district as follows:

- L. Murphy, receiving clerk—9 shipments, total weight, 2,067 pounds.
- F. Wendland, receiving clerk—1 shipment, total weight, 131 pounds.
- F. Black, receiving clerk—2 shipments, total weight, 1,193 pounds.
- R. Reiner, receiving clerk—3 shipments, total weight, 1,376 pounds.
- C. Woldt, foreman, Yard No. 2—1 car.
- T. McGrath, reconsigning clerk—10 cars.
- J. Latkowski, reconsigning clerk—1 car.
- J. Polenzani, reconsigning clerk—1 car.
- A. Monterde, grain clerk—1 car.
- B. Colquhoun, car clerk—1 car.
- D. Bystedt, cashier—1 shipment.

Mr. W. B. Dixon, general passenger agent, commends the following employes for their interest and assistance in securing business:

- Mr. E. E. Houghton, brakeman, Austin, Minn.
- Miss Mary Hickey, timekeeper, Milwaukee, Wis.
- Mr. A. J. Anderson, roadmaster, Aberdeen, S. D.
- Mr. W. M. Wilkinson, engine inspector, Aberdeen, S. D.
- Mr. John Emigh, engineer, R. & S. W. Division, Beloit, Wis.
- Mr. F. W. Greenwood, second trick operator, and ticket clerk, Rock Island, Ill.
- Mr. Ed Witt, chief clerk, vice-president's office, Chicago, Ill.

Reconsigning Clerk Alvert Magnus at Union Street, Chicago, is very active in the solicitation of business. Mr. Magnus has a good deal to do with coal deliveries and recently induced one concern to permit us to change the routing on 31 car loads moving out of Chicago. One of our other Reconsigning Clerks at Union Street, Mr. Thomas McGrath, is also active. We learned that he secured diversion on a car load of perishable Chicago to Rockford.

Mr. M. E. Randall, Division Freight and Passenger Agent at Great Falls, Montana writes as follows:

"Recently our Division Accountant and his wife, Mr. and Mrs. N. B. Lupton, secured a delegation of Royal Neighbors from Lewistown to the State Convention at Great Falls. There were thirty in the party. It was entirely due to the efforts of Mr. and Mrs. Lupton that this business was given to the Milwaukee Road."

Mr. C. L. Sherwood, City Freight and Passenger Agent at Cedar Rapids, writes as follows under date of April 20:

"Mr. Frank E. Millard, Engineer on the Iowa Division, brought to our station last night two passengers for Omaha. It had been the intention of these people to use a competing line for the trip, but upon Mr. Millard's solicitation they purchased train and sleeping car tickets over the Milwaukee."

Engineer Frank King from the Superior Division, influenced Green Bay Odd Fellows to charter a Special Train over our line for a trip to Milwaukee and return. This special will be manned by an entire Odd Fellows crew.

Mr. J. A. Carlson, Yard Brakeman St. Paul, has the following letter from General Northwestern Agent C. L. Kennedy, dated at Minneapolis, May 1st:

"Through your efforts we were able to secure a car load of business with a revenue of \$177.87 from St. Paul to a point on the Fargo Line. Had we not received this information from you, the shipment would have been routed over a competing line, and I desire to give you due credit for this splendid assistance."

## Illinois Division

M. J. S.

IT is reported that a FIGHT TO THE FINISH will be staged at the dog track at Elgin, Illinois, for the Lightweight Championship of the Illinois Division, July 4, 1929.

The contenders are:

Willie Abts' alias "Hot Dynamite" versus

Billie Christensen alias "The Rabbit"

It has been announced by promoters Benjamin Burt and Jack Revere that Rabbit Christensen and Dynamite Ahts will draw a record-breaking crowd at the track on the anniversary of the Declaration of Independence, as these two boys have been matched as the most capable men to earn the title, due to their furious speed, strength and boxing ability. Never since the days of "Peanuts" Eberling has there been such great enthusiasm displayed on the Illinois Division over a fistic encounter.

The "Rabbit" is being trained by Conductor Confare, who has confidence that his boy will make short work of "Dynamite." Conductors Simons, Gregg and Wilson are also strong for the "Rabbit" and are assisting around the training camp.

Conductor Wheeler and Brakemen Fisher and Hutchinson are frequent callers at "Dynamite's" gymnasium and are acting as sparring partners. "Dynamite's" road work consists mostly of hustling milk cans on Nos. 35 and 36. This to develop his wind and harden his arms.

The question as to who will be the third man in the ring is one of great importance to the promoters, as several have been suggested, among whom are: Engineers Al Hunt, George Brown, Brakemen Charlie Strong and Bob Shedden. While the choice will not be announced until thirty minutes before the fight, we have inside dope that Bob Shedden will be the man on account of his keen knowledge of the game.

Popular prices will prevail. Tickets will be on sale within the next few days at all stations on the division and for reservations and further information consult your local agent.

# ON THE STEEL TRAIL

## "Red Hot Coals" from the South-west Line

L. J. L.

KIND readers, be easy in your criticism of these notes, as this is your correspondent's first attempt at reportorial work.

Very sorry to announce at this time the death of veteran Passenger Conductor George L. Howland, who succumbed at his home at Madison, Friday, May 3, after an illness of years' standing. Mr. Howland was born at Sharon, Wis., April 20, 1866, and at an early age started his service with the "Milwaukee" Road. At the time of his death he had completed 48 years of service, and all of it on the South Western Division. Those of us who came in daily contact with him, could not but like him for his cheery smile and kindly greeting, and admire him for the moral courage he showed in fighting his sickness. He ran various passenger trains in and out of Beloit, until about a year ago, he was forced to give up active duties and retire for treatment at his home and the hospital.

Funeral services were held at his home in Madison, Sunday afternoon, and many of his friends from Beloit attended.

Mr. Howland leaves to mourn his loss, a wife and two sons, Glenn of Madison, and Leo of Racine. The sympathy of the South Western Division goes to the sorrowing family and we all feel we have sustained a personal loss, in the departure of our good, kind friend.

We understand Herr Loui, at the freight office, was asked by the local barber what he thought of his hair tonic. Loui said: "Since using your tonic my hair is coming out fine."

Mr. Smith, the big boy in charge of the freight office, says it is hard to get his proper rest. The dogs in his neighborhood keep him awake all night and the birds wake him up in the morning. (What a life!)

Mr. Black, our expert accountant, has revised a certain well known poem as follows: "In the spring a young man's fancy turns to thoughts of trout and bass." We wish we had his ability to catch fish or tell about the big ones that got away, however, we would appreciate a little instruction in just what kind of language has to be used in getting them to bite. (Fermer, please note.)

J. H. Chambers, our man-about-town, says the time is ripe for a real nice dancing party to be given by the contributing members of the Women's club. O. K. Jim, call on us for a helping hand.

R. M. Telfer, our original Scotch story artist, who recently returned from a sojourn in the land of bathing beauties and peach trees, says that the history of the origin of the Grand Canyon of Arizona is not correct. The real facts being that a Scotchman dropped a dime down a gopher hole. It's a good thing it was not a dollar, or we would probably never have heard the truth.

Gus Zick, our genial porter, who also acts as baggage man in the absence of Mr. Fairchild, was requested by a lady to be sure and put her grip on the train. Gus said, "sure, Mike," and another time, "bet your bottom boots."

Since the change in passenger trains we have quite a few good-looking conductors and engineers killing time in our fair city. Frank Novey, our favorite steam whistler artist, says the only thing interesting to him in Beloit is

the 5-10 cents stores. (O. K., Frank, I know a few good-looking girls there myself.)

Frank Matson, our local passenger conductor and philosopher has taken the Senator run between Beloit and Madison. Frank says if you wish to get in touch with him between the hours of 10 a. m. and 1:00 p. m. call at the State Capitol Building.

John Connors, our genial agent, has put into effect a new slogan. He says, we have "Own your own home week," "Look well week," and "Safety First week," so his idea is to make every week "A bigger and better freight week." It sure looks like he is accomplishing results.

W L S Show Boat, composed of radio stars from Sears Roebuck station at Chicago, played to capacity houses at our local theater recently. We were much interested, because two of the stars were well known to Beloit fans. Mr. and Mrs. Lombard. Mrs. Lombard being the daughter of Station Baggage man F. J. Fairchild.

C. A. Brown, our new traveling auditor, made his introduction by checking the local ticket office. Mr. Brown says the figures were O. K. with the exception of the ticket agent, over-weight, 20 pounds. (Kindly furnish rule and tariff number, Mr. Brown.)

I have just received notice from Leonard (Snippy) Clark, that he now is interested in dispensing gasoline at a station on the corner of Fourth and Roosevelt streets. Your patronage will be appreciated by Leonard. Let's help him along.

Plans are being formulated to raise the floor in front of the ticket window at the ticket office. See Mr. Fessenden regarding the idea.

Our friend Loyd, of the Timekeeping Department, had his lady friend out to dinner recently, and she asked him what his favorite dish was. Loyd replied, "cut glass." (We can understand, Loyd.)

The addition of the master mechanic's office to the passenger depot has proven very beneficial to the ticket agent, as he can borrow anything from a typewriter to a good cigar.

George Lane, our humorous dispatcher, states that the best way to conserve your furniture, more especially chairs, is to use someone else's. See Mr. McCann for further information.

Marvin Brick, our efficient timekeeper, is now riding in a brand new Nash roadster, and believe me she is some gas buggy. We understand it is fully equipped, even to a stop light on the dash. Looks like a couple more years of bachelor life for Marvin.

Mr. Wm. Maas, of Forreton, has taken over the position vacated by Mrs. Johnson at the dispatcher's office. He says he will have something to say after he is better acquainted with C. B. E.

John Coni, our favorite roundhouse employe, has come into the lime-light since the purchase of a new Chevrolet Six. He has now purchased himself a fine new home on the west side. Good work, John, we hope you strike oil when you start excavating for garden space.

Beloit Bowlers sent a nice delegation to the convention at Minneapolis in April, although they did not receive any prizes for high scores, they did get a good fellowship prize. Those who attended from here were Fred Miller, George Hannaford and wife, Gerald Leahy and wife, John Coni and wife; Hugo Timcke

and wife, Doy Miller, Tommy Hays and Peter Clarke and wife.

Alfred Koester, of Freeport, has taken over the position at the superintendent's office left vacant by the death of Mrs. Langtry. We understand he has had a hot argument with Loyd regarding the best place to eat. Loyd said Plumb's Lunch and Alfred said College Inn. Mr. Koester finally won the verdict by stating the College Inn served FREE pickles with every order.

The Beloit Chapter of the Milwaukee Railway Women's Club, were visited by the President-General, Mrs. H. E. Byram; Mrs. Carpenter Kendall, first vice-president; Miss Lindskog, secretary-general and Mrs. Rummel, chairman of the distributing committee, at their meeting May 2. Meeting was called to order by Mrs. N. P. Thurber, president of the local chapter and reports received from various officers relative to the work being done and the financial standing of the club. Mrs. Byram was introduced and gave a very inspiring talk on what the club is doing and is expecting to accomplish as they grow in numbers.

S. M. East

V. J. W.

THE Milwaukee Troop of Austin Boy Scouts under the leadership of J. Harris Igou, scout master and Rich Hogan, assistant scout master was organized April 12, with the following boys enrolled: Lawrence Thomas, Warren McLaren, Wallace McLaren, Robert Olson, Joseph Gorman, Willard Kilgore, Philip Bernatz, Lawrence Arens, Wesley Igou, Richard Williams, Dean Williams and Charles Paulson. The Scout Committee is composed of Master Mechanic Thomas McFarlane, chairman; Superintendent G. A. Van Dyke, General Foreman H. J. Keck, Chief Clerk H. A. Wunderlich and Perishable Inspector V. J. Williams.

We again enjoyed a well attended Safety First Meeting held in Marigold Hall at Austin, May 6, with 132 employes present. After the meeting a delightful lunch was served by the ladies in the club rooms and Operator John L. Ahern favored with several vocal selections.

Violet Beatty, stenographer, superintendent's office, returned to work May 4, after having undergone an operation for appendicitis April 17.

Operator Harry Wilson left April 30 for a short visit with his sons in San Antonio, Texas.

Mrs. Albert Hessler, wife of Engineer Hessler, spent Sunday, April 21, with her sons Arthur and Lyle, who are attending the University of Minnesota.

The kittenball boys are at it again. They opened the season May 6, with a 46 to 3 victory over the St. Augustine team, and came right back May 9 to pound out a 7 to 3 win over the Mier Wolf aggregation. If the boys can keep the old cudgels working as they did in the first two starts they are going to make a lot of trouble for opposing pitchers. Arens has furnished some very effective pitching, having registered a dozen strikeouts in the second game. We will attempt to inspire confidence in the boys by overlooking any minor errors.

Engineer Bonnelle has moved his family to Flandreau, S. D., where he will take the patrol job.

Sympathy is extended to Fireman Mike Feely in the loss of his wife, whose death occurred at the family home in Austin, May 15.

Train Baggage man John Newcomb went to Rochester the later part of April to go through the Mayo Clinic.

Evelyn Wigness, master mechanic's office, spent Sunday, April 21, with her sister in Minneapolis. Why the late return Monday?

After recalling the experiences of our former Weighmaster, Roy Booth, who nursed a discolored optic after a lesson to the boys in the manly art of self-defense, and now our Assistant Scout Master Dick Hogan's initial trip canoeing (he returned all wet, after a fifty yard swim to safety), we have about decided to abandon any connection with the local scout movement, as we would no doubt be assigned to the semaphore class in some farmer's pasture.

Frieda Catlin, stenographer, Store Department, says she does not blame time and tide for waiting for no man. She had waited in Louie Kaiser's car for thirty minutes when Cliff arrived with the startling news that it was only 11:30 a. m.; which reminds us of the hobo who on hearing the whistles blow remarked, "To thousands of people it is dinner time, but it is only 12 o'clock to me." And it was only 11 o'clock to Frieda.

Mrs. G. B. Williams, wife of cashier, spent a week with her sister at Beaver Creek, Minn.

Train Timekeeper Rose Krulish went to Rochester, May 8, to take treatment.

General Clerk Kneeskern overlooked a bet. A house burned over in the Third Ward recently without "Tang" in attendance. He says that he still has \$4.75 worth of entertainment coming.

Yard Clerk C. B. Munson has also joined the contributing class, having recently donated \$4.50 towards our city street fund. Did it say Stop or Go?

R.G.E. made his regular trip to the Twin Cities, April 13 for his permanent wave treatment.

Agent J. E. Ober attended the Kiwanis convention at Lanesboro, May 9.

On May 2, 40 students of the Austin High School and their instructor, made a tour of the Austin round house, shops and power plant.

Norman Nicholson and Erwin Johnson went to Milwaukee to take the machinist apprentice examination May 8.

You may expect to hear sweet music in the air when in the vicinity of the depot at Oakland. The crew on No. 561 unloaded a brand new Wurlitzer baby grand, consigned to our agent, Mrs. Simon, on May 9.

The first bona fide signs of spring came with the report that Evelyn Trenary was camping out. We understand that Ronald thought it a capital idea for the restoration of his golden locks and proceeded to enjoy nature at its best (or worst). One night in the great out-doors was enough, as he appeared at the office next

morning with several yards of woollens around his neck and with the information that the tent blew away.

We have received only one entry in the fishing or fishing story contest to date. We had expected to have all contestants employ orthodox methods, but as long as such was not stated we will have to list Yard Conductor Carl "Sparky" Kelm's report of having caught a two-pounder with his bare hands. We will list it with Munson's report of snaring trout.

"Have you ever stopped to think of the added zest to life folk get from a hobby? Now, when a fellow runs three hobbies, like our good friend, Herman Wunderlich, it is no wonder that the result should be a little expansion under the belt to hold the distinction he has won as a dry joker, a dry smoker and a persistent 'Jitney' rider—making four trips daily or equal to six miles per day—seven days a week—365 days a year—aggregating 153,300 miles in the past ten years. That would be enough to make any of us puff a little." (Contributed).

## Tacoma District Accounting Bureau

K. M. O., Broadcasting

SPRING is here, Frank took off his overcoat and sweater and opened the WINDOW all by himself. It is certainly grand and glorious on the Coast and we all feel a touch of the old spring fever, even August is talking about the planting of spuds, etc., and Howard tells that spring has opened up the blossoms on the fruit trees.

Louis Bay gave us all a surprise one morning by driving to work in one of the brand new model FORDS, a coupe at that, just room for two, but can accommodate eye witnesses in the rumble seat. Louis didn't know he was so popular with the girls until the big event, and now he swings all ways to keep them away. You can't blame the girls for wanting to ride with Louie in his nice new car, as they are both nice.

Lee's car did a little whirligig the other morning and took a sudden liking to the ditch, but we are glad to say that Lee wasn't hurt and damage to the Chrysler was slight.

Mr. James Boland, section foreman, Tacoma Yard, is the proud father of a son born April 15.

The April luncheon of the Women's Club was greatly enjoyed by all who attended. It seems since the men who are honorary members, are privileged to attend the luncheons, that the menu is increasing, thanks to the men.

The Milwaukee Railroad Women's Club are planning a family dinner in Odd Fellows' Temple May 16, and we know there will be a large attendance at this annual dinner "party."

Engineer W. L. Keen passed away April 26. Mr. Keen had been in the employ of the company for 47 years. Sympathy is extended to the bereaved family.

Mr. Chas. Lindquist passed away very suddenly at his ranch near Oakland, Oregon, May 3, the burial was at Deer Lodge, Mont. We all extend our deepest sympathy to Rose Lindquist, also her sister and brothers.

Paul James of the Car Department office, took unto himself a bride May 4. Best wishes to the newlyweds.

We are glad to report that Mrs. Clara Wilson, formerly of the Car Department office, who has been very ill, is now convalescing at her home.

It won't be long now, Mort. will soon be driving his own car.

Howard Reynolds has taken a leave of absence and "Bob" Lowery is taking up his duties.

The dance sponsored by the Milwaukee girls was greatly enjoyed by all, just ask Frank Opie. We wish to especially thank the MEN who assisted us girls.

Miss Glenna Gonyea, comptometer operator, who assisted us during our last inventory, has received an appointment at Washington, D. C. We wish her much luck in the capital city.

Helen Amidon has bobbed her hair again. Helen looks good to us either way.

April 28 quite a number of the Milwaukee girls' pictures were in the society page, account of the banquet held at the Winthrop Hotel May 2.

Last, but not least, the good article about the "OLYMPIAN" in the May issue was written by our own Claude J. Petersen. "Claude," you sure do surprise us.

## Dubuque Division

E. L. S.

AGENT H. H. BRITTON of Gordons Ferry, resumed work April 1, after being on sick list for about 6 weeks.

T. E. Marshall, 3rd trick operator, Marquette Yard, was on the sick list fore part of April.

Agent M. J. Thompson, Spring Grove, who was quite sick for several weeks, resumed work again fore part of April also. E. C. Ferris relieved him.

Mrs. G. A. Childe, wife of agent at Mabel, Minn., was in Rochester hospital recently. We understand that she has returned much improved in health.

Wedding bells are sounding in the distance for a certain "John" in superintendent's office. Complete details in next issue of The Magazine.

Frank Bauer was first one of the clerks in superintendent's office to take his vacation, starting week of May 6.

Dubuque Chapter of Milwaukee Women's Club had some distinguished visitors Monday

*That's*  
*good coffee*

**SEAL BRAND**

In 1, 2, 3 and 5 pound cans. Never in bulk

Ground, Unground or Pulverized

*Chase & Sanborn*  
The Importers

evening, May 6, when Mrs. Byram, president general, Mrs. C. Kendall, Mrs. E. F. Rummel and Miss Etta Lindskog visited with them at their meeting place, Eagles' Hall, and heard many interesting things about the club's work in general.

Gravel loading at Bellevue, Koss Pit, becoming quite heavy again and effective May 1, a patrol crew was put on at Bellevue to assist in this work.

Conductor J. D. Welsh on No. 3 and 4 laid off fore part of May. Conductor L. E. Dunham relieved him.

Engineer Luther, who was on a vacation trip in the south during winter months, resumed work again in May.

Engineer Frank Morgan has been off duty on account of losing several of his fingers on his left hand in an accident at Nahant during April.

Conductor W. S. Hartley, who has been on Dubuque-Nahant run for some time, worked on the north end on No. 66 and No. 67 fore part of May, relieving L. E. Dunham while he was working as a passenger conductor.

Mrs. George Scott, widow of George Scott, dispatcher on this division a few years ago, was a caller at Dubuque superintendent's office early part of May. She was accompanied by Mrs. W. L. Schmitz, wife of former Dubuque division trainmaster, who is now located at Council Bluffs. Mrs. Schmitz was a guest of C. E. Kinney family while here.

Understand Brakeman George Mahood is now able to be about with the assistance of a cane. He broke a knee cap during the early winter months and since that time has been slowly convalescing. He made a short trip on Dubuque Division May 9, on trains 3 and 4, and his friends were glad to see him.

Agent Hurley, who has not been in very good health recently, is figuring on two or three weeks' leave of absence beginning about

May 15. He and Conductor R. H. Kearney are planning on a trip to Excelsior Springs at that time.

Agent B. C. Chesterman of LaMotte, is all lined up to take 30 days vacation beginning June 1. Expects to tour several of the western states, and in view of the fact that San Diego is on his itinerary, some of his friends don't doubt but that he will drop over the line to Mexico. ???

Agent P. L. Dunn of Waukon Jct., has been laying off since May 6 on account of injuring one of his hands unloading freight. H. G. Gerling, 3rd trick operator at Gordons Ferry, is taking his place, and Extra Operator F. W. Gassman is working 3rd trick at Gordons Ferry.

3rd Trick Operator McCloskey at Marquette, was on leave of absence during May on account of poor health. While he is away he is visiting some relatives in Texas.

### Dubuque Freight House News

**H**AROLD SHEA, our efficient night clerk, has been informed that his lady friends positively refuse to ride in street cars, therefore Harold is figuring on purchasing a motor vehicle. He also advises that he has a number of car tokens that he will sell cheap.

We take this means to welcome to our midst, Miss Mildred Milligan, who until recently was employed in the division accountant's office at Dubuque Shops.

We have in our midst two baseball magnates and managers. Merrill P. Pregler, commonly known as "Pudge," has charge of the Milwaukee Freighters ball team in the Commercial League. According to last reports this team played three games, one resulted in a tie and the other two were lost. The reader will have to figure out the percentage. The other Walter Johnson is Mr. Nibs Whelan, who is also publicity agent for the Blue and White wave

commonly called "The Meteors." Nibs is a bench manager, and at this time we cannot give you the wins and losses of this team but we will try and keep our readers informed from time to time.

Frank M. Duffy, the galloping ghost, who also plays with the Milwaukee Freighters ball team, is reported to have played the last game without an error. This is remarkable as this young gentleman recently purchased a new Ford and is very much on edge due to the fact that the traffic up Eighth Street is very much congested during the noon hour.

Father Time is slowly but surely creeping on Martin Jaeger, better known as "Baldy." He recently added a pair of specs to his make-up.

Henna Stafford is now on the bill desk.

The writer understands that Myron Newman is in the market for a radio but he is from Missouri, and to date, from figures available, he has tried only twelve sets and still remains unsold. I believe there are but only three other makes to try out.

Per McK., the Ponzi of the Freight Office, reports everything quiet along the west side of the Mississippi. He is now assisting the car clerk in place of Louis Jaeger, who has taken three months' leave of absence.

Roland Ralston recently acquired a pair of glasses. He appeared at work the day after his wife left for a visit. What's the matter, Roland, were you afraid of missing something while the wife was away?

Who gave the pipe to Johnny Tressell?

### River Division Gleanings

*Margaret Maher*

**A** VERY interesting Safety First and Freight Claim Prevention Meeting was held at Wabasha, April 23, conducted by Mr. M. T. Skewes, Assistant Superintendent; Trainmaster D. T. Bagnell gave a short and instruc-

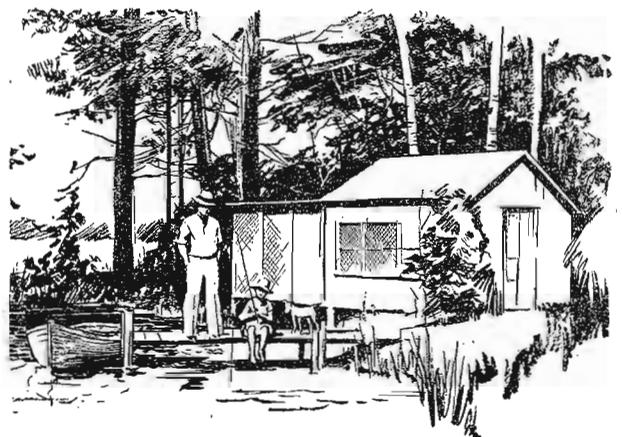
## Sawyer Goodman Company

Have lumber yards at advantageous points in Northern Michigan. Here you may consult us about that new summer home or log cabin, as we furnish lumber of all grades, suitable for your every need.

Our mills are conveniently located, thereby enabling you to get what you want when you want it.

Be sure and specify our lumber in dealing with your contractor.

**Sawyer Goodman Company**  
MARINETTE, WISCONSIN



*Log Cabin in Northern Michigan*

Now is the time to see us for Lumber to build that new Log Cabin or Summer Home in Beautiful Northern Michigan.

*Lumber of All Grades  
for All Purposes.*

**Von Platen Fox Company**  
Iron Mountain, Michigan

tive talk. Safety First that is so well handled, is surely getting results on this Division. For some time there have been no reportable accidents and once that there has been a good record set, of course everyone on the Division will help keep the good record up. There is nothing that concerns each individual so vitally as Safety First, for in general it displays the use of good sound judgment by which each individual is measured to a large extent.

Traveling Auditors Mr. J. H. Good and B. C. Hultman were at various stations on the Division the past month making their checks.

Mr. John Fleming, roundhouse and Car Foreman at Wabasha, who has been combating a severe siege of illness the past few months returned home from Minneapolis feeling very much improved. He has recovered sufficiently to be able to be at the office. Everyone is glad to see Mr. Fleming back again.

Vice-President J. T. Gillick, General Manager O. N. Harstad, and General Superintendent C. S. Christopher passed over the Division on May 14.

Mr. John Ostrum, district carpenter, ably assisted by B. & B. Foreman H. Will and Mr. Hanson have finished extensive renewals and repairs to Black River Bridge at La Crosse. This work was performed without delay to the many trains passing during their working hours.

Wabasha again has become the scene of the many activities that it usually experiences every summer. This season the passing track at Wabasha has been extended one mile. The passing track at Weaver is also being extended. Roadmaster C. Carlson is supervising the work and his busy season is just beginning.

Since time immemorial, devoted husbands have searched and stretched their imagination for some plausible alibis to explain situations to friend wife. But I really believe the best one to be recorded was one that happened this spring. A certain gentleman made a business trip on Wabasha Division and it so happened that he was stranded at one of the stations account of washout on the Division—yes justifiably stranded. And with the vivid and broad imagination that this particular person has, he attempted to board a log that was floating down the Zumbro. Unsuccessful in this attempt he tried various other means and failing in all he finally in despair was forced to visit one of the towns and seek lodging. After the natives of the quiet village discovered who their distinguished visitor was they turned over the key of the city to him and joy was unconfined for some time. The next that was heard of the gentleman was that he was invited to take a ride out of the city in an automobile to Lake City where he got back to the River Division. But hilarity costs, so of course something had to be done about it. And when it comes to acting, Shakespeare has nothing on this party. In talking with another gentleman, he made the discovery that his pocket book was lost and of course got by with his little act and secured the sympathy. But when he got home he got more sympathy than ever when he informed his wife that he had "lost" his pocket book. Of course would like to mention names but considered it better to withhold the name from the press.

Trainmaster D. T. Bagnell finished conducting examinations for trainmen on Time Card Rules.

Contractor Mr. E. Slane has returned to Wabasha for the summer to superintend the work of loading the gravel. Mr. Slane has two steam shovels in the gravel pit and keeps the gravel moving fast.

Everyone is stepping up in line taking their vacation or else planning to take one.



Dorothy Jean, Daughter of Division Accountant L. S. Amour, Terre Haute.

## From the Cross Roads of the World

Roberta Bair

ON the evening of April 22, a large Safety

First rally was held in the Moose Hall at Terre Haute. The meeting was open to employees and their families. It was attended by 250 employees and about 200 members of families, making a total of about 450 present.

The principal speaker of the evening was Mr. M. J. Flanigan, assistant to the vice-president and head of the Safety First Bureau, who made a very interesting talk on the methods being employed and those being put into effect to eliminate personal injuries.

An interesting talk was also made by Superintendent L. F. Donald.

Assistant Superintendent W. G. Bowen acted as chairman of the meeting.

Talks were also made by J. L. Thompson, district safety inspector; G. E. Passage, master mechanic; J. H. McDonall, trainmaster; E. H. Pfafflin, division engineer; W. W. Bates, traveling engineer; T. J. Lentz, general car foreman; C. W. Pearce, division storekeeper; and H. A. Smith, chief dispatcher.

The meeting adjourned at 9:45 p. m. at which time the chairman announced that refreshments would be served in the dining room by members of the Milwaukee Women's club, and that Pearce's orchestra would provide music for dancing in the large hall on the second floor. The refreshments were delicious and thoroughly enjoyed by all and a large number remained on the dance floor until the "Home Sweet Home," selection was rendered by the orchestra.

This meeting was the largest and best of its kind ever held on the Terre Haute Division and those who made it possible should be highly complimented.

Mr. H. A. Smith, our popular chief dispatcher, has gained quite a reputation for making speeches at various meetings which have been held during the past few months—in fact, on account of his eagerness to talk at these meetings, some of his friends are already nick-naming him "Cal" Smith. It seems that the time is not far distant when any railroad meetings without Smith's name on the program are destined to be a "flop."

We all know how easy it is play a joke on the other fellow, but can we take a joke, in the same manner? We will at least see about June 1 if Had Stewart appreciates the flowers delivered to Portia as much as she did.

Howard Stewart expects to throw an Indian dance in honor of his new find, Miss Wa Hoo, Friday, September 13. Every one will want

to attend. No one can afford to miss it. For full particulars call H. A. D. C. 5553.

When Hollywood sees Jane Amour and Marie Tuemler coming they will probably say, "Here comes Mutt and Jeff in disguise."

We regret very much that Mr. Huberti has resigned from position as manager of our baseball team, but welcome heartily our new manager Mr. H. Thomas Stewart. H. Thomas says he will direct all plays from the bench.

We are locating a large new stripper mine near Latta in the Linton district. It is to be sixth vein production and will have a washer in connection with a complete preparation plant. We expect it to be one of the best coal mines on the Terre Haute Division from a revenue standpoint. It will be operated by the Sherwood Templeton Coal Company.

Joe McMahon, of the Stores Department, is suffering with an attack of the measles; however, Joe says it is just the heat.

Our District Master Car Builder M. M. Dick, who has been in the hospital for some time, is reported very much improved and it is expected he will soon be around again.

Miss Ether Dick, of the Car Department, spent the week end of May 11 in Toledo, Ohio.

Messrs. Lentz, Patton and Austin, of the Car Department, will attend the Car Department staff meeting in Milwaukee the week of May 20.

The Terre Haute Division is extending congratulations to L. S. Amour, who has taken a opposition in the office of the chief statistician. Mr. Amour was formerly division accountant on the Terre Haute Division.

T. N. Walters has been appointed division accountant, taking the place of Mr. L. S. Amour, and Henry Denzler fills the assistant's chair.

### West Clinton

Hazardous working conditions have prevailed at the Talleydale mine during the past few days on account of the mine being flooded with water. "Bulkheads" have been built and the pumps in operation incessantly, and we hope the mine will be able to resume operations soon.

Employees here appreciate the Safety First bulletins issued by Mr. M. J. Flanigan of the Safety First Bureau. The latest we have received is an excellent one:

"There was a man who didn't care—

Now he's resting over there."

It is gratifying to note at this time that our C. M. & G. business is increasing.

We have been looking for our genial C. M. & G. Conductor Perry Wilson to get bumped, but to date he has not been. Conductor Wilson has been on this job about a year and has made many friends here.

We notice Operator Pat Page has received some mail addressed, "Pat Page, Sportsman." Understand he caught a "dog fish" not long ago that measured two feet. That's not half bad.

Verne Rambold, of the Car Department, is all smiles now—with his new STORE teeth.

Joe Wright, our reliable operator, is all spruced up in a new gray suit. How does that verse go, boys?

"In the spring a young man's fancy lightly turns to thoughts of love."

Yardmaster G. F. Lundwall is planning big on his vacation at this writing. AHA! he craves a trip to the western coast and a salty breeze from the placid Pacific—but he may not get any further than Terre Haute.

Yard Clerk Wilbur Tyndall spent a few days at Shelburn last month.

Conductor "Skid" Nelson has taken a Joliet run. We miss him on the yard job.

Yardmaster O. L. Clawson lost several days' work last month on account of the illness of his little son. We hope "Billy" will soon regain his health.

We hope John Carpenter will "watch" his speed when going through Clinton.

Harrison Kyle, of the Car Department, is planning a trip to Pennsylvania.

Engineer H. A. Van Brunt has returned from Washington where he has been located for the past year.

One of our well known conductors was talking of buying a \$9.00 plow. Don't ever pay that much for something to work with.

Conductor W. O. Reynolds spent his spare time last month "lacquering." He got some good advice from the boys at the yard office and then some not so good.

Our busy Trainmaster Mr. McDonall, took an early train from Faithorn the other morning—but he forgot his pipe, hut it's a good thing he got another.

Emerson Hopewell, a former brakeman here, but now of Danville, Illinois, called on friends here the middle of last month.

Congratulations to Mr. and Mrs. Ben Palmer on the birth of a baby daughter, born the first of May. Ben is all smiles now.

Car Inspector Evert Kyle has a new Roosevelt—and he looks like the Rough Rider himself at the wheel.

Well, after Operator Ernest McCart got all settled up at Humrick, he had to go and get lost when he started home the first night, arriving home at 4 a. m. What will the nabors say?

## Seattle General Offices

### *The Cub*

THE grim reaper has cut deeply into our ranks during the past few months, and it is with profound regret that we are called upon to chronicle here the passing of Mr. George W. Korte, general counsel for the western territory, and who has been with the company since 1907. Mr. Korte passed away at his home in Seattle on April 15, after an illness of about three months and leaves a host of business associates and friends who extend their sympathies to Mrs. Korte and her family.

Mr. A. C. Gibbs, recently installed here as auditor, passed away during March and Mr. M. G. Skacel has been appointed to fill the vacancy.

An article appeared in last month's issue telling of the passing of Miss Ruth Hammerslaugh, so well known and loved by all.

Friends are glad to hear that Mrs. L. M. Wood of the Personal Record and Pass Bureau, who was seriously injured in a street car accident March 9, is able to be about again and we hope will soon be back with us. During her absence the vacancy has been filled by Mary C. Clark.

Then we have the sad case of Miss Grace Cummings who broke her wrist one cold night last winter while doing some fancy skating at the Arena. Witnesses have refused to divulge any information as to what particular kind of a stunt Miss Cummings was attempting when the accident occurred. However, we can truthfully offer sympathies. That ice was hard. We didn't land on our wrist either. And while we were considered to be doing some very fancy skating it was only with the thought in mind of successfully negotiating the distance from the middle back to something substantial to get hold of.

Miss Sophie Frank, Transportation Dept., unfortunately slipped and landed on her back porch one night last winter during the cold snap, putting her in the hospital for extensive repairs. Sophie was just resting comfortably when someone discovered a few greenbacks still reposing in her pocket, so an immediate operation for appendicitis was arranged for. Alarmed lest there might be further funds discovered, Sophie oiled up her crutches and made her way home and was able to report back for work April 16, after an absence of six long weeks.

Ending her service of 13 years with the company, Helen Ward Sheble resigned May 1st, and is now connected with the Olympic Hotel, this city. Miss Sheble's many friends join in wishing her every success in the new venture.

Miss Mildred Beall, dispenser of aspirin and pink pills, hospital association, who is so often seen strutting along the sixth floor, is now Mrs. R. B. Armstrong. The groom is a conductor on the Canadian National, working out of Calgary, Alta., where they will make their home after May 15. When questioned as to the cause of her actions, Mildred explained confidentially that she and Mr. Armstrong have been scrapping back and forth for several years, finally getting so expert that they decided they might as well put on a main event.

Mr. Walter Lyons, one of our old time operators in the Telegraph Department, who was off duty for a month or so while recuperating from a major operation, is back on the job again looking as fit as a fiddle string. Mr. Lyons reports that he is feeling about 999 per cent better.

Announcement has been made that Mr. A. J. Laughon is to succeed George W. Korte, deceased, as solicitor for Washington and Idaho. Mr. I. S. Crawford has been appointed assistant general attorney with offices in the White building.

After receiving a tip that Paul Foster has taken up horseback riding, we are able, after months of patient stalking, to give our readers the first authentic photo of Paul and his fiery steed, out for their Sunday morning canter. The photo is reproduced herewith as a warning to others against the dangers of speeding.

Our genial import and export agent, Mr. F. O. Finn, has left for Baltimore to attend the National Foreign Trade Convention and will call on the leading importers while back there.

It is not necessary for W. A. (Mac) MacLeod to produce his birth certificate to prove his Scotch origin. After resorting to algebra, calculus, geometry, trigonometry and a little physics and straight arithmetic thrown in, he comes up with the announcement that he is entitled to exactly 11 per cent of the prize money his bowling team won in the bowling tournaments. His team gathered in so little of the prize money, however, that it won't take much further figuring to find out that his 11 per cent of the total will be just about one degree above nothing.

Mr. J. L. Ginaine, bureau head auditor of overcharge claims, Chicago, made his first trip to Seattle during April, coming out partly on a vacation trip and partly to do some checking up for the Overcharge Claims Department.

## Kansas City Division

*C. M. G.*

CHIEF CLERK J. W. SOWDER and Agent J. W. Calvert are at Excelsior Springs, Mo., convalescing; expect to spend a month there endeavoring to regain their health, and Chief Clerk Sowder hopes to regain some of the many pounds he has lost in weight during the last few months. They were participants in the Missouri State Cribbage contest held at Excelsior Springs, Mo., on Saturday, May 4. The contest was staged at the Ideal Hotel. There were eight contestants, five of whom were Milwaukee men. The State Championship was won by John J. Feeny, an engineer, and a representative from Illinois.

The Milwaukee Employees at Coburg are organizing a baseball team in one of the city leagues of Kansas City.

R. W. Anderson, superintendent of motive power and J. E. Bjorkholm, assistant superintendent of motive power, were recent visitors on the Kansas City Division.

On No. 125 on Saturday, May 4, Mrs. Byram and party arrived in Ottumwa, and remained here until No. 3 on Saturday, when

## CHICAGO

### Y. M. C. A. HOTEL

826 South Wabash Avenue

WHEN in Chicago stop at this comfortable, hospitable hotel near business and amusement districts. Stay a day, a year. You will find a congenial, democratic spirit. Good cafeteria. Daily entertainment in the West Room.

Rates \$5.00 and \$6.00 weekly

*Daily rates correspondingly low*

## PATENTS

Send drawing or model for examination and advice

BOOKLET FREE HIGHEST REFERENCES  
PROMPTNESS ASSURED BEST RESULTS  
WATSON E. COLEMAN, Patent Lawyer  
724 9th St., N. W., Washington, D. C.

## DELICACIES FOR THE TABLE

### *Specialties*

Butter, Eggs, Cheese, Poultry,  
Game, Fruits and Vegetables

E. A. AARON & BROS.  
CHICAGO, ILLINOIS

## We Feature

at all times an extra \$1<sup>35</sup>  
heavy 220 weight,  
Union Made, First  
Quality Railroad  
Overall, for

VAUGHN & RAGSDALE  
CHAIN STORES CO.

MILES CITY

MONTANA

they continued on to Kansas City. Mrs. Byram and party were guests of the Ottumwa Chapter of the Milwaukee Women's Club.

Classes for re-examination of train and enginemen, conducted by W. C. Givens and H. R. Howard, have been completed.

Nell Bowen has returned to her position of stenographer to superintendent, after an absence of one year, account illness.

Lola D. Smith, file clerk and stenographer, is attending the national convention of the White Shrine at Kansas City.

Bernice Riley is working temporarily as assistant maintenance timekeeper in the office of superintendent.

Mrs. H. R. Howard spent several days in Austin, Minn., visiting with friends. During her absence Traveling Engineer Howard got some real experience in dish washing.

Engineer Clay Gallentine has moved his residence back to Kansas City. He recently moved from Kansas City to Ottumwa, but remained in Ottumwa for only a short time. Could not seem to make the Ottumwa hills in high, so he has returned to a more level city.

Engineer Elmer Rudolph is dangerously ill with blood poisoning, at St. Luke's Hospital, Kansas City.

Chief Dispatcher L. H. Wilson was ill at the Ottumwa Hospital for three days with an attack of pleurisy. Upon leaving the hospital he went to Washington, Iowa, where he spent the remainder of his vacation visiting with friends. John Niman, night chief, was acting day chief during the absence of Mr. Wilson, and H. G. Barnard served in the capacity of night chief, relieving Mr. Niman.

Statistical Clerk John Mooney returned to work after an absence of seven weeks. He had been very ill with pneumonia.

The young ladies of the office of the superintendent were entertained at a six o'clock dinner at the home of Opal English on Saturday, April 27. Lola D. Smith and Opal English were the hostesses. Following the dinner, the evening was spent in playing bridge.

Extra Gang Foreman E. Thompson started at Jerome first week of April surfacing track between there and Laredo, where new 100-pound rail had been laid this season.

Roadmaster Barnoske, who has been away for a short time on account of illness, is much improved and expects to resume his duties in a few days.

Engineer Curtis Adcock is ill at his home with rheumatism. Has been confined there for several weeks. We wish him a quick recovery.

We recently changed out the old style steam pumping plant at Mystic and installed a modern electric plant with automatic control.

The annual spring painting of the Excelsior Springs, Mo., depot has been finished and everything looks very attractive and clean at that station. Some additional shrubbery has been placed on the lawn and everyone on the K. C. Division is very proud of the appearance of the Excelsior Springs station.

Mrs. Dove, wife of Rodman Bob Dove, had the leading part in the play, "Intimate Strangers," which was presented by the Ottumwa Community Theatre in the auditorium of the Y. W. C. A. on May 7, 8 and 9. She displayed real talent and was wonderful. Also, Miss Mildred Hagerty, daughter of Conductor Ed Hagerty, who already has established a reputation as a dancer of unusual ability, was one of the participants, and was very fine in the part portrayed by her.

### Idaho Division R. C. P.

**M**R. S. C. A. STRATTON, wife of Section Foreman Pedee, died at her home April 24 after a very short illness.

Trainmaster E. E. Johnson, making plans for a fishing trip last Sunday, placed an order for an iced refrigerator car with the Car Clerk, remarking that he had a host of friends back in Chicago. Fortunately, the Car man didn't take him seriously.

The Minstrel show staged by the Spokane Milwaukee Women's Club at their club rooms on April 27 proved a great success.

Of the male members assisting, much credit is due Engineer Chas Nash, who, after having been displaced on switch run, Spokane, five days previously, remained for rehearsals and the performance, losing running out of Malden rather than disappoint the ladies.

Train Baggage man Hugo Spetz was due out the morning before but he effected a change in his run so he could take part, and Operator J. F. Percy, recently recovered from a serious operation, and being far from fit, did his stuff. All three were star end-men. Billy O'Reilly was the man behind the show.

The Safety First Meeting held at Malden, May 4, brought the largest attendance that ever attended a Safety First Meeting on the Idaho Division.

A dance was enjoyed in the evening.

A new 9300 class engine recently turned out of the shops in Milwaukee is being initiated



Children of Hostler William Thomas, Othello, Washington



Pat, Bob and Marilyn, Children of Engineer C. J. Shook, Spokane

on the Idaho Division. The engine is simple instead of compound, which means that live steam works directly into all four cylinders instead of into only two and exhausting into the other two. The engine seems to be about 500 tons stronger than the compound.

Engineer Reinking used one hour and 13 minutes going from St. Maries to Plummer Jet., a distance of 19 miles, 13 of which is a one per cent grade. A compound with 2,000 tons would use one hour and 30 minutes between these points.

Train Dispatcher G. A. Rossbach died at his home in Spokane May 7.

He did not report for work on midnight, April 24 but was on duty April 26, leaving for home at two thirty in the afternoon, complaining about spasmodic pains in his left arm.

He was taken to a hospital on the 27th, but left there for home on the 29th despite the doctor's and nurses' protests. On May 4 he reported he would be at work the next day, but decided he had better not try climbing the stairs to the office for a few days.

He was sitting up and fully dressed, talking to Conductor C. M. McAuley, apparently feeling as usual, when the end came.

Conductor McAuley accompanied the remains to Milwaukee for interment.

Gus was 69 years old and had scarcely known a day of illness during his long period of life.

Ballasting, ditching and other work is being rushed in an effort to have the track in first class shape when the new Olympian schedule takes effect.

The gas electric passenger run between Spokane and Metaline Falls has been discontinued.

### Fullerton Ave. Building

By A. M. D.

**W.** RYAN, of the Auditor of Expenditure's Office, will step into the bonds of matrimony on June 6. Bill is stingy with details of the affair, and we are, therefore, unable to disclose the name of the lucky girl. They will spend their honeymoon in California.

Apparently, there has been an epidemic of babies in the Freight Auditor's Office. Walter Ducret is the proud papa of twins, boy and girl; W. J. Ganzer boasts of a new daughter, and Ed. Meuzil is the daddy of a houncing baby boy.

John Gitzinger of the Auditor of Expenditure's Office, is the proud possessor of a new bright and shiny Dodge car. It sure is great to have money.

Dorothy Selk gave a surprise party on her sister, Esther, Friday, May 3rd, and invited all the girls from her department for supper. After supper they played the piano and sang, until everybody was feeling good, then bunco was played and prizes distributed. A good time was had by all.

Pete Meyer of the Ticket Auditor's Office, is on his way to Europe. He will visit England, Scotland, Holland, Germany, Switzerland, Italy, and France, and perhaps Austria. Pete promises to think of us when he buries his teeth in creamy foam.

Due to an injury received in alighting from a street car on April 6th, Nettie Johnson, Ticket Auditor's Office, has been absent from the office. A steady improvement has caused hope for her return to the office in the near future.

On Monday, May 13, H. E. Rottman and W. J. Flint arrived in the office wearing new suits. They were accused of having purchased them in Goldblatt's—2 for \$21.50.

Florence Breseman and Ethel Compton are, at the time this is written, laid up in the hospital. We sincerely hope that they will be back with us soon.

Robert Mintz of the Fuel Bureau is sporting a new chevrolet. He claims it has a wonderful pickup.

The writer understands that we have some good artists in the Real Estate Department. For instance, P. A. Schloss is an artist in handling a brush, and is particularly good on ceilings. He claims to be able to calcimine a ceiling without allowing a single drop to fall on the back of his neck.

Then comes W. L. Webster, Landscape Artist, whose home surroundings are a treat for sore eyes. When those trees grow, Walter, you won't know that there are any railroad tracks next to your place. When it comes to growing raspberry bushes, pie plant, etc., F. B. Waples takes the prize.

J. Schaden of the Freight Claim Office, has an addition to the family. It's a baby girl. Congratulations, J.

J. Goodenough, Head Clerk in the Freight Claim Office, has proven himself a man of great patience. He has succeeded in training a pigeon to be a pal to his dog. Wherever the dog is, the pigeon will follow, and climbing on the dog's back, will perch there in perfect contentment.

### "BOWLING NOTES"

On May 4th, a team composed of F. Dale, W. Faus, E. Knoll, H. Treskett, and W. Hettinger, rolled 2760 in the Ill. Bowling Ass'n. Tournament at Samuelson's Arcade.

On May 5, this group rolled in the doubles and singles and W. Faus proceeded to put on an exhibition of bowling, shooting 724 in the singles, with games of 232, 247, and 245, and 646 in the doubles. These two scores, together with 524, his score in the five man event, netted him a nice total of 1894 in the all events.

The Olympians, a team composed of C. Lange, H. Treskett, J. Dale, C. Albright, and J. Burke, rolling in the Industrial Tournament at Bensinger's Wabash Alleys, shot 2911 in the five man event.

C. Lange, our Photostat Operator, teamed with Joe Traubinich, rolled 1276 in the doubles at Milwaukee.

## Squeaks From The C. & M. H. E. W.

CONDUCTOR WILLIAM MARTIN has been granted a ninety-day leave and is going to spend a well earned vacation down in Ohio with his family. Have a good time Bill and don't forget the boys back here.

By the time this comes off the press Conductor Spoofer Rohde ought to be sojourning with the Movie Queens out in California. Keep your eyes open boys and girls as you can expect to see Spoof on the screen most any day now.

Our old friend Conductor "Doc" Berry is back on the job after an extended leave. Everyone is pleased to see you back, George.

When Roadmaster Kelsey and his gang get through this summer we ought to have a spick and span new railroad. With the new steel and new ballast it ought to be like riding on air. Don't think there will be any low joints left.

Agent Bill Beyers at Franksville came near having to spend the balance of the summer in a tent as they had a very bad fire right back of his office on May 9, and Bill was lucky in not being burnt out.

Everyone is pleased to see Conductor Earl Gladman back on the job after being laid up for some time with injuries received at Sturtevant some time ago.

Brakeman Frank Blaine has laid his uniform away in moth balls and taken a job on the way freight. How does it seem to be a working man again, Frank?

Have received numerous inquiries as to whether "Bunco" Riley's laundry is still doing business. As we have not seen him lately we are unable to state but think if you were to write to him direct he would furnish the necessary information.

Conductor Walter Emery who was injured some time ago is still on the injured list. Come on Walt, get back on the job as you surely have been missed.

Brakeman Max Vogl is the proud Papa of a bouncing baby boy. The only regrets are that we haven't seen any cigars passed around.

Conductor Abbot Zimmer who was laid up for some time with blood poison contracted through a slight scratch on his hand is again back on the job. He had quite a siege and was very lucky not to lose his arm.

This should be a warning to all of us that no matter how trivial a cut or scratch may seem at the time received it should be taken care of at once to avoid infection. Talk, act and practice Safety First at all times.

Brakeman Chas. Strube is now acting General Yardmaster for the A. O. Smith Co. Atta boy, Charlie! Show them how we do it on a real railroad.

It is again getting on toward the time of year when Brakeman Henry Furman begins to get lonesome for the cows and chickens and we can expect to see him starting on his annual trip towards Clinton, Illinois. We all get that way once in a while, Henry.

Conductor H. J. Calligan and his gang are still busy assisting Roadmaster Kelsey to build us a real up-to-the-minute railroad.

Haven't been able to get any information from Engineer "Skippy" Harper as to what he carries that tallow pot for so guess we will have to be satisfied with the explanation received from Engineer Jack Wilkins. Jack claims they use it for a coffee pot, so there you are.

Conductor Gene Hare is again back in uniform after an extended leave of absence. Glad to see you back, Gene, and so are all the boys.

Don't forget to help make this month, next month and every month a 100 percent no personal injury month on the C. & M. and every other division on the entire Milwaukee system.

## East H. & D. Division Maude Hamlin

ROADMASTER F. H. NATZEL and wife were called to Iowa, on account of the death of Mrs. Natzel's father, which occurred in California, April 30. Funeral services were held at the old home at Van Horn, Iowa, on May 8. We wish to extend our sympathy to Mr. and Mrs. Natzel at this time.

Margaret Andres, chief dispatcher's clerk, met with a rather serious accident a week or two ago. While driving home from Brookings, S. D., with a party of friends, things certainly did happen. After sun-down it became so foggy that it was impossible to see very far ahead of the car, and before they knew it, another car ran smack into them, and Margaret suffered severe cuts and bruises on the face and hands. No one else was hurt, but the car was damaged to the tune of about a hundred round dollars, which isn't so good, Marg says.

Chief Carpenter Wolff, formerly located at Montevideo, has been changed to Minneapolis, his territory extending as far as Milbank west,

and somewhat farther south and east. Sorry to see D.C. leave this terminal, but no doubt we will get a glimpse of him occasionally.

Roadmaster J. T. Loftus has been transferred to run an extra gang, and Mr. L. W. Windrey is now on the job in Mr. Loftus' place, with headquarters at Milbank, as before.

J. E. A. is getting to be quite a golf bug lately. He is not only playing it assiduously, but is also talking it too, and we suppose it won't be long before he will be as hard to get along with as some of the other inveterate golfers, like Tucker, Sizer and Fat.

Yours truly spent May 5 with the old gang at Aberdeen and reports a splendid time. Just have to go up and see 'em once in a while.

Brakeman Howell is now on the main line again after having spent the last hundred years or so on the Fargo Line. Well, maybe it wasn't quite that long, but it did seem a long time since we saw Mr. Howell on the coast trains.

A Safety First meeting and also a Fuel meeting were held at the Women's club rooms, at Montevideo, May 13.

Mr. J. V. Anderson and Mr. G. A. J. Carr, both of Montana, were pleasant callers at our office just lately.

And say, along with the other spring fixings here, we see A. Lowe sporting a brand-new Pontiac, which is no mean looking little car, believe me.

Also, Cad Schmitz has gone and got himself another car, and while we haven't learned the kind, we bet it is a good one—Cad wouldn't have any other kind, you know.

The May supply train has come and gone—and left in its wake—why yes, of course, supplies. We can now rest easy for a while, having received our 60-day allotment of stationery, etc.

Mr. and Mrs. Ed. Nemitz have the sympathy of all their friends in the loss of their little daughter, who passed away April 20, at Montevideo. The little one had been quite seriously ill for some time.

Dad Fowler and wife are again back to Minnesota after spending the winter months in Oregon City, Oregon. Dad is looking fine and says he feels that way too. Mrs. Fowler, however, didn't fare quite so well, having had a sick spell soon after returning. Guess it was the cold weather we had.

Mrs. Leo Penn, of the Interstate Co., was called to Ashland, Wis., on account of the serious illness of her mother, and Mr. Penn received a message that the mother had passed away just two days after Mrs. Penn got there. She has the sympathy of us all in losing her mother.

Busy fixing up a new schedule, which is to be put into effect next month or so. No. 15 will be a fast train now, all right, with very few stops west of the mountains.

## PREVENT CLAIMS

In addition to refrigeration as produced by placement of ice in bunkers, lettuce and commodities of a like nature require that ice be placed directly on the article and on top of crates to prevent wilting and deterioration. To prevent water, from this melting ice, from remaining on floor of car, with resultant damage to floor, insulation and side walls, some of our cars in 82,000 series and all of those in 85,000 and 87,000 series have been equipped with ice pans which are depressed below floor level, allowing free passage of water or ice meltage into pans. Floors are also water proofed. The real danger of this hidden damage in loading cars not so equipped comes later when a car might be placed for loading which requires a maximum amount of refrigeration or heat. Water-soaked insulation, floors or walls will not effectively keep out frost or heat.

### UNION REFRIGERATOR TRANSIT CO.

As we send these notes in, the old weather man has been real good to us, and it must be about 80 in the shade outdoors today. This will make the lilacs take a new lease on life, also the early garden stuff. Hope it continues warm for a while.

The Milwaukee Women's club members are busy as bees selling tickets to their annual dance, which is to be May 20.

## Coast Division

C. C. C.

MR. R. G. WEBB, Willapa Harbor engineer, has been appointed traveling engineer and assistant trainmaster of the Coast Division during the absence of Frank Buchanan, who with Mrs. Buchanan, is enjoying a trip abroad.

Chief Dispatcher Corbett spent his vacation visiting relatives in San Diego and Los Angeles, with a side trip across the line to Tia Juana, Mexico.

W. L. Hubbard, superintendent of sub-stations, with Mrs. Hubbard, spent several weeks in Southern California recently. We hope the change will improve Mr. Hubbard's health, and he will return feeling 100 per cent.

Superintendent Devlin has enlarged his office, as has also Assistant Superintendent Hamilton. After going through the tortures of trying to work with sanding machines, carpenters, and painters, we are at last settled and the improvements are well worth all the annoyance.

Operator C. D. Latto was commended by Superintendent Devlin for his prompt action in protecting the company property at Sumner, the night of April 25, when fire alarm was turned in from Pacific Lumber Agency. The fire was quickly extinguished, but it is such interest as that displayed by Operator Latto that avoids accidents and loss of company property.

Mr. James Murphy, fireman, Tacoma, was commended by Superintendent Devlin for discovering a broken rail near the roundhouse at Tacoma Tideflats Yard, and promptly reporting same, thus avoiding an accident.

Superintendent Devlin commended Mr. Ted Allison, a resident of Willapa, for discovering a tree across the track near Firdale on April 16, following a severe wind, and flagged No. 617 in time to avoid accident to that train.

Sympathy is extended to the widow and children of Engineer Nels P. Sorenson, age 56, who passed away April 15, after a two months' illness. Burial was in Tacoma Mausoleum on April 17. Mr. Sorenson had been in the employ of the Milwaukee Railroad for more than twenty-two years, and was a loyal and conscientious employe.

Willard L. Keen, coast division engineer, passed away April 27, at the age of 63 years, after a short illness. Mr. Keen came to Lines West during construction of the road to the Pacific Coast, formerly serving this company on the I. & D. Division, and had a host of friends, who join in extending sympathy to Mrs. Keen, the daughter and son.

Several of the old time employes on the Coast Division who had formerly served on Lines East, were greatly shocked to hear of the passing of Train Dispatcher Gus Grossbach, at Spokane, May 8. Mr. Grossbach was an old employe of the Milwaukee Railroad and worked on several divisions on lines East before coming to the Coast extension.

## Madison Notes

MRS. BYRAM and party consisting of Mrs. E. F. Rummel, Mrs. Carpenter Kendall, and Miss Etta Lindskog were visitors at the Women's Club rooms May 1. Mrs. Byram gave a very interesting talk, telling of the worthy things all the different chapters are doing. The evening was thoroughly enjoyed by all who attended.

Page Thirty-six

At the last meeting of the club about forty-eight ladies from the Portage Chapter were entertained—the wives of the engineers acting as hostesses, serving a very tasty lunch. The afternoon was spent in getting acquainted.

V. O. Cox made a visit to this office and passed around cigars and candy. Thanks, Vic, and here's hoping another treat comes along soon.

Sympathy goes to Myrtle Gray, clerk in the Accounting Département, whose mother passed away last week.

C. M. Chapman, chief timekeeper in superintendent's office, is on a vacation.

The enclosed picture is the very efficient force of girls in Mr. Fagg's office.

"Where, O where, IS THE FIVE DOLLAR GOLD PIECE."

Yours truly received a black hand letter this week as follows:

"We don't like to go to the expense of hiring a lawyer or detective without first getting in touch with you. We have large sums of money tied up in this sale and are anxious to get the facts. We have large families and children crying for bread and the five would be welcome at this time, etc.

(Signed) THE COMMITTEE OF A 1,000."

Oh, well, it won't be long now.



The Office Sunshine, Madison, Wisconsin

## Rail Rumbblings from St. Paul

Allen

THE Milwaukee dance held at St. Paul, Monday, May 6, was a big success.

The Milwaukee R. R. baseball team of St. Paul made a good start by defeating the Bohu Refrigerator Co. one to nothing in the Saturday league.

We had the pleasure of watching pitcher Peterson hold the Bohus down to three hits.

Ray McGraw spent several weeks in the hospital following an operation for appendicitis. He is back now hitting the ball again.

Mr. Graven will attend the Agents' Convention to be held at Denver, Colorado, the middle of June.

Yes, George Quinlan has the old bus out, but I can't say how it runs. No, not until after I get into it.

Maybe some night when George goes stepping out to the Coliseum he will give me a ride home.

This applies to Al Soler's brand new Pontiac also; and Sullivan's fresh air taxi too. Why walk?

Thanks, boys.

Frank Schiesel is already saving up his dough for the next Milwaukee bowling tournament to be held at Kansas City next spring.

Vacation time is here now and "how." That's all, but don't forget, "Safety First."

## Dubuque Shops Jingles

"Oosie"

Those Wedding Bells have pealed again—

The bride was sweet and fair;

The Eighteenth of May the Happy Day—

God bless this happy pair.

(Miss Cornelia Ball, clerk to the Division Storekeeper at Dubuque—her husband, Mr. Frank J. Glab, Jr. not a railroader but a mighty fine chap.)

Mr. James Lonergan, boilermaker, hereby claims and professes that in the future he will take absolutely NOTHING for granted. Ask him about the time he took his little daughter to the ball game—then run!

We are sorry to learn of the illness of Mr. Geo. Hartman, tinsmith helper at Dubuque and hope for his speedy recovery.

Mrs. Wm. Delaney of Tacoma (former Car Clerk at Dubuque) is spending a brief holiday with her parents. Esther says:

I now make the biscuit—

And make the pie;

Will live in the West

Till I have to die.

(Evidently it must have quit raining in Washington).

Many times during our brief sojourn on this mundane sphere of activity called Earth, we fail to eulogize the living—let us cease to do so lest it becomes too late. Here's to James Bowden:

He isn't very big;

(In fact, he's very short)

But about a thing like that

We do not give a snort.

For he's the man about the shop

That we COULDN'T live without—

Every time you turn around

You can hear somebody shout—

"Oh my eye—where's Jimmy?"

Ye Scribe (to one of her numerous

"bosses").

"Here is my diploma in public speaking."

Boss: "Very well, go out in the other room and address those envelopes."

Engineer P. Reuter: "Yep, I built this radio set all by myself, Ave." S. A. "I believe it, she whistles for every station."

Air Brake Foreman Herman Belitz (whom we acquired recently) moved his wife and other suit down from Minneapolis via the Chrysler the other day—so wishes it known generally that Dubuque is now his "hum town."

## Chicago Terminals

Guy E. Sampson

WE ARE informed by good authority that

John E. Ryan, conductor on the S. E. Div. and who has a steady run into Bensenville from Faithorn, will on June 3, set sail on the sea of matrimony with a certain little cashier from the Farmers' State Bank at Crete, Ill. as his companion. This information was given us and a special request made that we call the Ottumwa, Iowa employes' attention to the fact. John is well known in Bensenville as well as Ottumwa and his many friends will be pleased to know that he is taking this eventful step and all wish he and his bride a long and happy life.

Conductor Lane of the S. E. also advises that he attended a Safety First meeting at Terre Haute last month and had a very pleasant time as usual when he goes to that lively town.

We are also informed that General Yardmaster Robson of Faithorn, has, after a strenuous winter found time to take to his music again. And we are inclined to believe

it to be a fact as we have received an invitation to attend a violin recital which he will soon give in the village hall at Faithorn.

The sympathy of all terminal employes is extended to engineer Archie Jennings and family who lost from their happy household, little Vivian, aged 4 years.

We see Sam Freeman of the S. E. forces backs on the job after he and M. M. Martin had both been injured at North Harvey some time ago. We hear that Martin who is still unable to go back to work is improving nicely.

Yardmaster John Malvin enjoyed a two weeks' vacation and with his family autoed through Illinois, Wisconsin, Minnesota and Iowa. Wm. Rands held down the Y. M. job while John was away.

Yardmaster Wm. Tessendorf was forced to take a month's vacation on account of having to undergo an operation for goiter. He is now back on the job and feeling just fine.

Day General Yardmaster H. E. George enjoyed his annual vacation during the month of May and spent much of his time at Excelsior Springs. That is Mr. George's favorite resting place, it is so easily reached and he can see the Milwaukee trains daily, and he sure gets a lot of "kick" watching these trains go by.

Night General Yardmaster Jas. O'Keefe surely enjoyed his annual vacation. He spent one week of it touring the entire South Eastern division in company with Supt. L. F. Donald. Mr. O'Keefe says it was the treat of his lifetime to have the opportunity to accompany Mr. Donald who so ably explained every interesting point on the division to his guest.

The sympathy of all employes is extended to conductor Frank Nellis who recently lost his wife.

Mrs. George Bayne and children have gone to Missouri, where they will spend the summer visiting relatives.

James Kirby who suffered a broken leg in February, and which kept him in the hospital so long, is now at home recuperating nicely. All glad to see you up on your feet again, Jim.

Oh, Boy, what a wonderful time the Vets will have on that trip to Seattle! Some of the terminal employes will be aboard and help the rest enjoy the trip also.

Several employes are building new homes in Bensenville, the west end of the terminal and the place where the C. & M. and Illinois Division freight trains start and stop. With that little city growing so rapidly the boys are all beginning to wonder why they should spend from one to three hours getting to a home in the city after coming in off from a hard run, or why they should leave home several hours before leaving time when called. They are now taking advantage of the good bargains in real estate there, before the advance in price which is sure to come as the town grows. And we believe they are showing good judgment.

There should be a lot of news around the terminals this month, but the correspondent has been unable to get around on account of other duties and none have reached us by mail so far, and today is the last day and the last hour for this issue.

Mrs. C. E. Elliott, wife of our assistant superintendent, spent a week-end visiting at Portage this month.

## S. C. D. Notes

F. B. H.

JULIA WEINS spent a week-end in Benton Harbor, Mich., with her brother and reports a wonderful time.

Gertrude Haas and yours truly spent a delightful week-end in Kansas City just when all

the fruit trees were in bloom and everything was beautiful.

Ralph blew in the other morning with a collegiate pipe—and now he is taking plenty of razzing—believe me.

Helen Horan spent last week-end in Chicago—went to a dance and several shows, all in all, had a dandy time.

Miss Carpenter has been on the sick list but is back at work, although she still has a bad cold. Here's hoping she will be completely well when this is published.

We are all delighted to have Mr. Gilman back at the office after an absence of several weeks. He is looking fine and says he feels the same way. He deeply appreciated the cheer sent by the Sunshine Club.

Leona Schultz has been gone three days with the White Shrine Drill Team attending the National Convention at Kansas City. They had a special car on the Southwest Limited and from all reports had a marvelous time en route and while there. They even found time to visit the federal prison and the disciplinary school at Fort Leavenworth.

Art Schroeder came in this morning wearing the happiest smile and carrying large boxes of candy and cigars to which was attached the following notation:

Application for Naturalized Citizenship

Mother's Name: Ruth.

Father's Name: Art.

Applicant's Name: Carl Arthur Schroeder.

Remarks: Mother and son are doing well—thank you.

Mr. Petran has just returned from California where he and Mrs. Petran spent a very pleasant vacation. The vacation surely did him good, because he seems to be peppier than ever.

We are glad to welcome Mr. A. J. Hess into the S. C. D. family. He is now A. R. A. inspector. Mr. Miller is now car foreman at Portage. We wish them both success in their new positions.

It is rumored that Jerry Rosar has recently bought a car. To date, we have not seen the evidence, drive down and let us look it over, Jerry.

## Iowa (Middle and West) Division

Ruby Eckman

MRS. JOHN H. WAGNER was called to Duluth, May 9, by the serious illness of her sister.

Train Dispatcher and Mrs. J. M. Losey, were in Waucoma the middle of May on account of the death of Mrs. Losey's mother.

George Bell and Everett Bell, of the Car Department force, and brakeman J. E. Cross and their families were called to Leon, Iowa, the fore part of May, by the death of the Senior Mr. Bell.

Ledlie Lee, of the Car Department force, laid off for a few days the fore part of May, to take his wife and new son to Arlington, Nebraska, for a visit with relatives.

Engineer W. D. Rait, who has been confined to his home for several weeks on account of sickness, was able to be down town the middle of May, although it will be some time before he resumes work.

Engineer W. D. Higgins started his summer work with the Engineering Department the middle of May. He will have charge of a ditching machine.

Train Dispatcher Ralph Wright was called to Lineville, Iowa, the fore part of May by the serious illness of his grandmother.

Dale Woods, son of Engineer Oscar Woods, was confined to a hospital in Omaha in May on account of an operation for appendicitis.

Alex Borg, for more than thirty-four years an employe of the Milwaukee, died at his home in Perry, May 4, following an illness which

had lasted for a couple years. Mr. Borg was for many years in the B. and B. Department, later taking the position of foreman of the Perry coal shed. About two years ago he suffered a stroke of paralysis while at work. He was never able to resume work. Five sons and his son-in-law carried the remains to the last resting place. Mr. Borg had many friends on the division.

For the third time in a couple years, Robert Heiser, son of Brakeman Arthur Heiser, is handicapped by broken bones. The boy while boxing with a companion broke his left arm at the wrist. Within the last two years he has had another broken arm and a broken leg.

Roadmaster J. A. Cherwinker, of the West Iowa Division, thinks he has established a rail-laying record for the system, at least he hasn't heard of any one who has made a better one. During the last of April and the first week of May, Roadmaster Cherwinker had a rail-laying gang under Foreman Moberly. On April 30, when they finished their day's work, they found that a total of 501 rails had been taken out and new ones replaced and the work done through traffic on single track. The crew worked between Underwood and Council Bluffs. The gang had a nine-hour day and from all reports the record is eight better than any previously reported. The gang were in service seven and one-half days and laid a total of eleven miles of rail with eight switches. That sort of a record means co-operation. The train and engine crew which served the rail-laying gang had previously distributed the material for them.

Local Storekeeper Walter Stiel has a new daughter, born April 28. The little miss is the fifth daughter in the family.

Conductor Lee Tolbert's daughter, Margaret Sarah, who is a senior at Creighton College in Omaha, had the honor of being chosen queen of the May festivities of the college. The honor is one which comes to one young lady in the senior class each year and the place is a coveted one. Lee had to lay off, of course, to attend the coronation ceremonies and dance.

From all reports there will be wedding bells in the railroad family in June. The bride in one couple is a cousin to the groom in the other couple. There were two April weddings, which included members of the railroad family, when Miss Edith Lee, whose father was for many years agent at Dawson, was married to Lloyd Carver, and Bessie Book Weisel, daughter of Charles Book, a foreman in the B. and B. Department, was married to Ira Robinson, of the roundhouse force. Congratulations are extended to the happy couples.

It has been Grandpa Apple since April 24, as Conductor Fred Apple received word the next day that a daughter had been born to his son Fred Apple, Jr., and wife, at Chicago. Fred, Jr. is a former caller.

Mrs. H. E. Jones, wife of the cashier at Perry, is home from Arizona and Colorado, where she spent the winter on account of the condition of her health.

Conductor Harold Leintz went to Florida to work for a few weeks. He was down there during the boom and was asked to return for a few weeks' work during a rush of business.

Engineer Frank Banyard's wife spent a month with her daughter in St. Louis, while the latter, who is a doctor, was taking some post-graduate work.

Harvey Johnson, who has been employed on one of the Jordan ditchers for several seasons, resumed his work April 23.

Signal Maintainer Rathje, who has been been making his home in Sabula for some time, has moved to Perry.

Isiah Gideon, father-in-law of Conductors Fred and Carl Vodenick, died at his home in De Soto, April 18. The Perry men and their families attended the funeral services.

Lineman Richard Shover took his vacation in April and May and visited in Milwaukee and in Missouri. Relief line man Courtney helped with the work on the Iowa and Des Moines divisions during his absence.

## Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

WELL, spring has arrived, and every one in the whole town has turned farmer; at least there are gardens in places where no garden ever grew before, and every car that turns off Main street has a trailer overflowing with good old river dirt or bench dirt or some other kind of dirt that will fill the vases full of flowers and the dishes full of spuds, and so on, or what ever we have planted that is if we use the hose enough, and the hoe enough and are lucky and in good with the Garden Gods this year. We hope for the best.

Fireman Earl Lefever has arrived from California and will work here on the R. M. Div. this year again.

Pink Simms went and done it again. Can you beat it, got a check from the Blue Book Magazine for a story 'Tumbleweed' which will appear in the July number, and the check from all reports is anywhere from a dollar to one thousand. Congratulations!

Also congratulations and all good wishes for a long and happy life to Mr. and Mrs. Fauchs of Harlowton. This young couple are both Milwaukee employes, and the lady was formerly Miss Margaret McGuire, the beautiful and popular Round House Clerk at that point where Mr. Fauchs was also employed. The wedding occurred in April, but we did not learn the date. However, the entire division wish them the happiest of lives together.

Mrs. James Houston has returned from a trip to Rochester, Minn., where she went for medical treatment, and is much better now. Her daughter Hazel has gone to Butte where she entered the Business School there in May.

We regret to write of the illness and death of George M. Taylor at Butte early in the month. Mr. Taylor was for many years wire chief in the Milwaukee Office at Butte and was a very well known and popular employe. He had been in ill health for some time and with his wife had been South and in California for the benefit of his health, but had returned only a short time to Butte when he passed away. He leaves a wife and his father and to them the Rocky Mountain offer their sympathy in this great loss.

Operator Kemberling and wife have returned home again from Portland where Mrs. Kemberling was laid up with a broken ankle all the time she was there, she is doing very well now however, and is around on crutches. Ralph says he "isn't never" going to take another vacation. Operator D. Byrne was sent out to Salt Lake on the west end after relieving here for several weeks and operator Ranger who also relieved here has been sent to the west end. A new man, George Smith, on third for the present but who has been assigned to Winnett agency and Agent Rector laying off relieved by Mr. Plumb who will probably then go on the third trick assignment.

Mrs. Gosnell, wife of fireman Gosnell is visiting with home folks in Wisconsin for a few weeks.

Our old friend Jim Beatson went and left us, can you beat it. All we ever had to do when we got mixed up in a jack pot was holler for Jim and everything was all right in no time. Well he went out to Ashmore and took a telegraph gang and bosses them all around and has a camp and won't even look

our way any more. Mr. Walter Borin is here in his place and everything is behaving as if nothing ever happened and we all hope it stays that way. Mrs. Beatson and 'Dotty' will join Mr. Beatson as soon as school is out and we all wish them success in their new home. Our division and our town will miss them greatly. And who we ask is going to put up the Christmas tree next year? We just thought of that—too.

Mrs. Carr, mother of Mrs. Lefever is ill in a hospital in Livingston where she was operated on May 12 and is doing well. Mrs. DeLong from Loweth and Mrs. Lefever were with her at the time.

Mrs. Fauver was called to Spokane, evening of May 15, by the sudden illness of a member of her family. Mr. Fauver left on 17 the next morning to be with her.

Fireman Kunze and wife and small daughter are in California for a few weeks' visit with friends and relatives.

Mrs. C. R. Johnson is a patient in the local hospital where she has been quite ill for the past month, her condition is better at the present time and we hope soon to see her out again.

## Milwaukee Shops

H. W. G.

IT IS a pleasure to have our old friend Mr. J. J. Hennessey call on the old timers at the shops. Mr. Hennessey was a caller the 22nd of April, which was the first time he had been on the plant this winter as far as we know. Mr. Hennessey is holding up well for his age, which was 82 not long ago when about 60 of his relatives and old friends gave him a rousing birthday party. May there be many more of them, J. J. H., after your 58 years with the company.

Our old friend Mr. C. R. Gilman has just recently had a siege in the hospital which left him quite weak, but at the present time he is reported as resting much easier which we hope will continue.

Veteran Jas. Connolly engineer of the car dept. transfer table died April 19, after suffering a stroke, Mr. Connolly had been with the company since 1892—a faithful employe. The three brothers have all passed away.

Another man you don't see out here very often is District Adjuster Wm. Hinsey, who put in an appearance the 22nd. Mr. Hinsey is a Veteran Employe of some half century service.

The locomotive machine shop now has new concrete floor full length down the middle, and new windows in the end walls of the round house gives the necessary light for the bench workers out there.

Messrs. Mehan and Petran have returned from an extensive inspection trip to the coast. Mr. Mehan has since been in Washington, D. C. We think President Hoover has something up his sleeve.

Word from Mr. Prentiss is not so encouraging as we had hoped.

We were pleased to have a visit from Mr. T. Kirkby, and from appearance his position as Mechanical Engineer of the "Katy" seems to agree with him.

## I. & D. Items

M. G. B.

ROADMASTER Henry Gasper called at Mason City, April 16, on a business trip. Henry looks fine and we all think lots of him and are always glad to see him.

Assistant General Manager E. F. Rummel and General Superintendent of Transportation J. L. Brown, passed over the I. & D. Division, April 16, on an inspection trip. Always glad to see Mr. Rummel and Mr. Brown.

Harry Wright, pumper at Britt, was called to Iowa City, April 20, on account of the serious illness of his father.

Mrs. Paul Smock, of Mitchell, was a visitor at Mason City, April 19.

M. J. Ramsey and wife, train dispatcher at Mason City, was called to McAllister, Oklahoma, on account of the illness of Mrs. Ramsey's mother.

Sympathy is extended to H. H. Green on the death of his father.

Sympathy is extended to D. C. Boles on the death of his wife.

George Bryan is either just going some place or just returning. At present writing he has just returned from a trip to California. He looks like he had a very enjoyable trip. We heard that when he got back there was a badge waiting for him that represented his 50 years of service with this company.

Clifford Smith, former B. & B. and track timekeeper in the superintendent's office has accepted a position as chief carpenter's clerk.

J. Harold Phillips, former file clerk, has the B. & B. and track timekeeper's position in the superintendent's office, and Albin J. Groth is the new file clerk.

Eighty-nine employes turned out to attend the Safety First meeting held at Mitchell, April 22. The meeting was constructive and interesting and division officers are greatly pleased to note the active interest among the employes in the Safety First Movement.

Clifford Smith is to be seen running around for witnesses as to his sterling character. It seems he has had trouble explaining to The Girl Friend how some one else's compact happened to be in his car. Of course has was perfectly innocent—as usual.

Buy tires with the money you save on shaves! From now on Jay is going to go out in his new car to get his close shaves.

"Solitary confinement!" Them's harsh words. Ask Leo how it feels. He had quite a taste of it when he was locked up one day recently. Furthermore—what is this we hear about Dick Goeltz accepting hush money in connection with this same case?

After hearing of the great success of the refined training of dogs from LRM, our trainmaster has obtained a toy terrier. Although we understand it is not much larger than a minute it makes a good substitute for a larger animal, and answers the purpose. OAB has had a hard time trying to keep a dog around his place but we believe now with LRM'S discovery and help that he has solved the problem. We are all watching the result with a great deal of interest. The world sure does progress.

J. J. Corbett, agent at Rudd, has resumed work after being off on account of sickness. He was relieved by Extra Agent G. O. Levin.

V. P. Sohn, of New Hampton, who has been doing relief work on side table at Mason City dispatcher's office is now back on third trick at New Hampton.

Carl Donovan is undecided as to whether he will start a goat farm or a rabbit farm. He is reading up on both of them, and time will tell! If the venture does not prove successful Carl will be the goat.

Mabel Buchanan spent a week-end in Chicago recently.

Bernard Buckland went to Iowa City recently for treatment, where we understand he is in a serious condition.

Mrs. Nels Quandaohl, wife of cashier at Mason City freight house, is undergoing treatment at the Park Hospital.

K. F. Nystrom, superintendent, Car Department and J. A. Deppe, assistant superintendent Car Department, were in Mason City, May 10. J. F. Swanson, district master car builder also visited Mason City offices May 10.

Charles Blanchard made a trip to Minneapolis to visit his mother, May 5.

R. E. Austin has been assigned to the I. & D. Division as instrumentman and is on the Black Hills Line at present.

S. Kvenberg has been appointed instrumentman, filling position of H. N. McAndrews, who accepted a position with a stone company near St. Cloud, Minn.

We would like to know what the attraction is at Marquette. There is a certain party in the Engineering Department who visits there frequently, but who seems to be a hard party to find. He sends word he will be at one place, but when they find him, he is some place else.

S. V. German has moved and is residing in a very good neighborhood.

New coaling plants are being constructed at Algona and Sanborn.

S. M. Severson and wife, warehouse foreman at Calmar, were called to Albert Lea on account of death in the family.

D. C. Boles, who laid off May 1, on account of death, resumed work at Everly, May 11, in place of G. O. Levin.

We understand from a very reliable source that Art Johnson is now running a fish board. News from the same source advises us of the fact that the turkey that Tim has been raffling off for so many years finally died and he is now looking for a new prospect. Any one owning a nice healthy turkey might give Tim a buzz.

Mr. Bellamy is going to have to put up with some strong competition. For those wanting information concerning personally conducted tours call on C. E. Mutschler.

We would certainly like to know where C. A. Montgomery acquired his corsage bouquet. Very unusual for a gentleman to be wearing a corsage bouquet.

We have lost our aviator, Perishable Inspector Lindy Lindquist, who has returned to Minneapolis. Lindy says he got lonesome for the rest of the Swedes, so returned to Minneapolis.

Donald Bolton, from Madison, Wis., is our new P. F. I. Don was here for a year some time ago. Welcome back, Don!

Girls attention! Don't rush—Eugene Chase at the freight office has a new Essex coupe, and is looking for a fair passenger.

A. E. Johnson, yard clerk, laid off a day to haul away the empty tin cans. He kept the empty bottles to put ketchup in this summer.

Our Trainmaster O. A. Beerman received a real nice dog, 1929 model, as a present from Operator Sohn, at New Hampton. He named the dog Al Smith. Why? Ask OAB.

Wanted—Postion with carnival for the summer season handling snakes or bugs. Preferred address—Miss Carney, DMM's office, Mason City.

Ruby Potter, chief clerk in the DMM's office, is the proud owner of a new Ford coupe. Ruby says the nice single sheiks can have a ride, no married men allowed.

Eugene Chase, bill clerk at Mason City freight house, took his new Essex coupe to Hartley to show off to the home folks and got stuck in the mud, left the car, came back on the train and went out after it. Run out of gas on the way home. These new drivers sure have hard luck. Better stick to playing golf, Gene, and leave the autos alone.

The Milwaukee bowling team went to the tournament at Minneapolis, April 14. The total made was 2708, with the following individual scores:

R. Minton	499
Steinberg	574
D. Woodhouse	570
H. J. McLaughlin	558
G. Walsh	507

## General Office—Chicago

Vila

THE comptroller's office wishes to congratulate Mr. and Mrs. George Kaufman on the arrival of a daughter.

Miss Grace Danfelson, formerly of the comptroller's office, is now residing in Hollywood, California, and we hear many interesting reports from the coast.

The comptroller's office wishes to welcome Mr. Raymond C. Kramer, who came to us from Mr. Lodge's office. Also a new member in Mr. Oliphant's Department is Mr. L. S. Amour, formerly division accountant at Terre Haute.

The Misses Marie Donnelly and Loretta Maloney, of the comptroller's office, are leaving for California the end of this month and how we envy them.

On Saturday, May 4, the nuptials of Miss Margaret Derleth, of the general manager's office, and Mr. Frank Hallada, chief clerk in J. C. Mill's office, Milwaukee, was solemnized. We're going to miss Margaret a lot, but at the same time we are just as happy as we can be having her leave us in this way, and a heap of good wishes are sent to "our" Margaret and her husband.



O. J. Franklin, Assistant to General Roadmaster, His Son and Grandson

Mr. Orville Silvernail, who has been seriously ill at the South Shore Hospital, for the past six weeks, is getting along just fine and the report is now that he can go home in a week or so.

Sincerest sympathy is extended to Mr. and Mrs. C. T. Jackson in the loss of their young daughter, who passed away very suddenly at Miami, Missouri, where she and her mother were visiting relatives.

We are pleased to report at this time that Mr. W. S. Cooper, assistant to general manager, is improving following an operation for appendicitis.

Miss Margaret Callahan, formerly of Mr. J. J. Buelting's office, is now employed in the general manager's office, having taken the position vacated by Miss Derleth.

Miss Leona Sodman, of the general adjuster's office and Mr. Theodore Koehler have set June 22 as their wedding day. We herein extend our congratulations to them.

Part of Florence McNeal's vacation was spent at Louisville, and enjoying the Derby.

Marilyn McNicholas spent a week end in South Bend, Ind., recently, attending the

Notre Dame University Senior Ball and Tea Dance. From all indications she enjoyed it immensely.

Esther Dierenfeld paid us a visit upon her return from Montana. She is being married on June 8. Best wishes are extended from all of us.

Parties seem to be a monthly feature for Brown's office. Gerald Fell entertained the bunch May 25, and a party was also held in the Bensenville club house in April.

Mr. and Mrs. Konrad Hagan are vacationing in Pittsburgh. Sally Patterson has just returned from a sight-seeing trip around Hanson and Jefferson Parks. Lora Franzen is contemplating a tour of inspection around Wooddale, Ontarioville, Medinah, Mannheim and what have you.

Well, no gold digger will get Bob and his new Ford, as his motto is "buy the gasoline and you ride, or else walk." He claims he can do better than 65 miles an hour. What we want to know is whether this 65 is straight ahead or up and down.

## Sparks from the East End of the Electrification

Adolph C. Knudson

'TIS the popular refrain. These Milwaukee folks tried and true, sing it where'er I meet them: "Where were you at and what were you doing that you didn't get 'Sparks' in for the May Magazine?" I tell 'em all that perhaps I "sparked" too late, or that Uncle Sam may have forgotten to deliver them. Guess I'll just load myself in an "Irish" buggy and have some one haul me down to Libertyville, so that I can hand these items to the Editor.

And gosh, to think that she is not "Our Maggy" any more. She is Erwin's Maggy now. All referring to the marriage of our roundhouse clerk, Margaret McGuire and Erwin Fuchs, boilermaker helper, which occurred April 20, at Butte. As a result of which "Spike" Edson has the "blues"—and toots them on his horn—Tom Richie goes about in a forlorn mood, Nels just can't get back to earth, and I try to be happy. Erwin doesn't have to buy Ethyl gas for his car now—he sees a great deal of red anyhow. Erwin sure beat a lot of time.

The correspondent, on behalf of Milwaukee folks in general, wishes the newlyweds cargoes of happiness and good luck throughout the remainder of their life.

T. M. Division Engineer and Mrs. E. A. Patterson, visited at Lewistown during the month.

Harry Wade of the Lavina station force, spent a week-end at the parental home here.

Mrs. Clifford Welch, wife of T. M. fireman, spent several days in Butte.

Engineer Ted Halverson, who has been in switch service at Roundup for some time, is on night duty here at present—he says he draws that every time he works in Harlow Yards.

If you wish to see what a possible "oil" millionaire looks like, take a look at Augie Berge, cashier, or "Muggs" McGraw, T. M. engineer. Milton-Winifred Oil is the reason why they are wondering if they will soon need the service of an Income Tax expert. Girls, though it is not leap year, I will give you a tip: the boys are SINGLE, get that, and fine fellows. Here is your chance.

We are sorry to record that Nels Erickson, who has been afflicted with sinus trouble for the past three months, left for Rochester, Minn., May 9, where he will enter the Mayo clinic. Perry Crank is again relieving him at the forge.

Toru Miyoshi, son of Store Helper Y. E. Miyoshi, was in attendance at the interscholastic track meet held at Missoula. He left on

No. 17 the morning of May 9. Toru, that looks suspicious. There are some very nice co-eds over there.

Merril D. Edson, Jr., son of T. M. fireman, M. D. Edson, was operated on at the Murray Hospital, Butte, during the month. He was accompanied there by his mother. The young man is doing nicely, thank you.

J. R. Beatson, former linesman here but now stationed at Three Forks, rolled into town one noon hour on an S. S. Officer Buckley almost started Jim for the jail, but he couldn't figure out what offense to charge him with, unless being a gang foreman is an offense.

## Sioux City and Dakota Division

H. B. Olsen

AT this writing, everyone on the division is preparing to attend the Division Safety First meeting to be held at Sioux Falls, S. D., on May 14. We anticipate one of the largest crowds.

Engineers Ben Rose and U. S. LaBreck together with Conductor F. M. Gallant, handled the business car occupied by Messrs E. F. Rummel, Asst. General Manager and J. L. Brown, General Supt. of Transportation on our No. 70 from Sioux City to Manilla on April 19. A few days later Supt. F. T. Buechler received a mighty fine letter from Mr. Rummel commenting on the excellent run this crew made. We wish to assure Messrs. Rummel and Brown that this is nothing at all unusual, as in all modesty we are free to state that the S. C. & D. Division has without question the finest engineers and conductors on the railroad.

The Safety First Meeting held at the Sioux City Passenger station on April 15, was attended by 159 employes and their wives. It is surprising the interest the good ladies are beginning to take in Safety First. It would almost seem as though they did not want their sweeties to get their tootsies cut off and things of that nature. Come again girls—we're for yah!—

We regret to report with this issue the passing of Engineer Thos. H. Thompson, a veteran engineer of this Division. Mr. Thompson was born January 18, 1868, entered the service in 1885, died on April 19, 1929, having just entered into his forty-fifth year of service for the railroad. Engineer Thompson was a fine type of American railroad worker, a good citizen, and a mighty good engineer, and his passing will be regretted by all who knew him.

Andrew Jennings, trucksmith at the Sioux City Shops, was hurt on April 8, for the second time since the first of the year, this time suffering a broken hand. Andrew is rather unfortunate, but at the same time had better watch his step.

The next time he might not be so fortunate as to get off with an injury. People have been known to get killed in railroad work.

Owing to the heavy movement of automobiles into Sioux Falls it has been necessary to rebuild the unloading dock so that automobiles may be unloaded from both sides of tracks five and six. This new and much needed facility will speed up the releasing of auto box cars which are always in demand and, incidentally, attract new shippers.

A special meeting of the Milwaukee Women's Club was held at the Sioux City Passenger Station, Sunday evening, May 12, to meet Mrs. H. E. Byram and party. The meeting will undoubtedly be more fully reported under the Women's Club section of this magazine, but at the same time, their correspondent, as a merc man (and contributing member, by the way) wishes to go on record as stating that this Women's Club movement is a big thing, and it is going to be a still larger thing, from the enthusiasm displayed by the ladies at this meeting.

It is said about 95 percent of the automobile drivers of this country are reasonably careful, but Switchman Jack Haffey at Sioux Falls says it is going to be hard to make him believe the other remaining five percent can ever be educated in line with the 95 percent of careful ones. Just the other day one of the "five percenters" described as "A creature allowed to run loose on the streets and highways has been the cause of more oburgation on the part of motorists than any other one thing in motordom. It travels along the street or highway usually in a heavy car, some times a light one, nothing short of fear of hurt to its own thick hide." So, on this particular occasion, Jack was flagging 6th street crossing, he saw this "creature" coming toward him with considerable speed, but stop this said creature Jack could not, and before he (Jack) could get out of the way, the fender of the "creature's" auto picked Jack up, carried him across the crossing and deposited him at one side of the street, fortunately unhurt physically, but a little mentally. It was a piece of luck, Jack, Eh?

Recent reports from Gayville, S. D. indicate that W. L. Goodell, formerly operator at Charter Oak, Ia. is now nicely located and is a very accommodating agent. We also understand Agent Goodell is taking piano lessons regularly.

The little city of Charter Oak, Ia. and one of those busy places is now in progress of paving 32 blocks within its boundaries.

Contractors started work on bridges and Hi-way grading of No. 141—the new Hi-way will pass the north side of Charter Oak instead of crossing through town.

Matt McGrain employed as Section Laborer for the past 22 years on the Morningside, Ia. section received his pension on April 1.

Mr. Mike Larson, veteran Yard Cleaner around the Sioux City station for the past 34 years, has been forced to quit work on account of illness. You have served the railroad faithfully, Mike and we trust your illness will not be of long duration.

Mr. Otto Kittler has been appointed Asst. Foreman at the West Yards, Sioux City. Otto formerly acted as relief Foreman on the East end.

Just to go one better on Brakeman John Johnson, brakeman John Riefenbark has purchased a new Graham-Paige sedan. It seems too, the other car did not provide ample room for his pipe.

A little accident happened to Henry Flaskey, of the Sioux Falls Round-house of which we are led to believe no report has been made, except to one or two of the boys. It was this way: Henry was eating his lunch, a mouse, which had become a little too friendly, ran up his pant leg, the mouse now rests in a watery grave in the Sioux river. Accidents will happen.

Reported that Conductor Bert Brashear, on arrival at his terminal, wore his uniform cap all the way home, he having been in the freight service so many years, Bert just simply "forgot".

The other day while one of our popular passenger Engineers was oiling around his engine at Sioux City Passenger Station, a man came over and inquired where the—(competitive line) passenger station was, this popular engineer (name withheld) inquired what was wanted and incidentally directed him to our station where our ever courteous Emil Obland, ticket clerk sold the stranger the necessary transportation via "our line".

Conductor Robert Schenck and family have just moved into a new fine home on West 5th, Sioux City. "Bob" has a reason to be proud of this new home.

"Slim" Angle, Sealer at Sioux Falls and who is an extensive gardener, wonders if there is anything to this planting to the "light" or

"dark" of the moon. No "Slim" we would say it's all the bunk, do as you have in the past and your truck garden will bring forth a bounteous crop.

## West H. & D. Division "Doc"

CITY ELECTION is over and Moze Banz is our new Fire and Police Commissioner. Boiler Inspector Wilkinson didn't have a look-in when the final results were tabulated. He says he was double-crossed. Now, anyone who can make as much noise as a boiler inspector and not get results—well, something is wrong somewhere.

Met Master Mechanic Hopp the other day and we got the whole story about that dislocated leg. The particular joint involved was the knee. The running board of his car gave it a yank when he wasn't looking, due to the rubber heel of his shoe getting caught some way. We move the rubber be applied to the running board on future cars and left off the heels.

Agent Weisbecker at Aberdeen, is having his hands full these days. With the extra men working a night shift and some of the men not wise to the ways of L. C. L. freight packages, some of them get where they shouldn't, and he subsequently has more than the usual amount of correspondence about mishandled freight.

Engineer Gerald Ostrander says he feels bigger and better than ever. He isn't going to take a vacation this year. Says he has to work anyway, and he'll be darned if he would row a boat for anybody. If any of you happen to go fishing with Gerald by any chance, see that he gets in the middle of the boat so both ends will be down.

Three big meetings are scheduled at Montevideo May 13, including Safety First meeting, which is expected to be well attended. There were no reportable injuries in April or so far in May. Superintendent P. H. Nee is booked to conduct the meetings while most of the rest of staff journey to Minneapolis to attend a district Freight Claim Prevention meeting.

Our claim figures on grain and live stock claims for April were not so good to look at, and they were not the worst either. There were 57 claims presented on live stock, amounting to \$2,495.21; 49 claims presented for loss of grain, amounting to \$941.57. The hot weather is about due, so particular attention should be given to loading stock into clean cars, minimum loading, and showering the hogs if the weather is hot.

The first game of the season in the City Commercial Diamond Ball League was played evening of the 11th. The Milwaukee Road played the Rheinhard Bros. team in one of the best games of the three being played. The Milwaukee boys were somewhat apprehensive prior to the game as they had all been informed they were meeting a bunch of stars. They played a fine game, however, the score being 10 to 4 in favor of Rheinhard Bros. The only thing that prevented a very close score was because the Milwaukee boys couldn't connect up with the ball quite often enough, and besides the ball simply wouldn't stick good enough when they grabbed it in the infield. It was discovered the opposing team played a professional man contrary to rules, so the game was forfeited to the Milwaukee boys by decision of the president of the league, 2 to 0.

## Wisconsin Valley Division Notes Lillian

THE Order of Railway Telegraphers held an open meeting at Tomahawk on April 28. An invitation was extended non-members, as it was desired to have them meet the officials and become better acquainted with what the or-

ganization is trying to accomplish. The attendance was very gratifying and the meeting was a success. Mr. H. C. Kearby, general chairman, and Mr. C. R. Latourelle, general secretary and treasurer of Division 23, which covers the C. M. St. P. & P. Ry. made a special trip from Chicago, to enlighten the men on many important matters which are of vital importance to the men and each gave a splendid talk. Arrangements had been made to have Superintendent B. F. Hoehn address the meeting in the afternoon but owing to illness he was unable to attend. A banquet was served at noon by the Tomahawk cafe to all members. At the conclusion of the afternoon meeting an invitation was accepted to accompany Mr. G. L. Grube to his home where Mrs. Grube and Mrs. W. F. VanGilder had prepared a wonderful supper which was enjoyed and appreciated by all.

We have received word from Mr. Fred Duncan from Milwaukee, that he is rapidly improving after an operation and that he expects to return to Wausau in about a week, and will be able to resume his regular duties soon after arriving home.

The little daughter of George Hams, agent at Gleason, is reported ill at the Holy Cross Hospital at Merrill. We hope there is a marked improvement at the present time and that she will be able to return home before long.

On April 13 the car men held a dancing party at the club house, while the attendance was small all those who were present had a very nice time. The music was good and delightful refreshments were served later in the evening.

Richard McCarthy, son of Conductor T. H. McCarthy, had the misfortune of having the index finger of his right hand severed and his thumb badly bruised while at work at the B. Heineman Lumber Company's plant. It was, at first, feared that the thumb could not be saved, this, however, will be possible from present indications.

Mrs. D. Wells and Mrs. R. E. Randow have returned from the west where they spent the winter with relatives.

Mrs. J. E. Dexter and daughters Dorothy and Helen, are visiting with relatives at Chicago and Elgin, Ill.

Mr. L. Doyle, father of Mrs. J. L. Brown, passed away at the residence of his daughter on April 26, after a lingering illness. Funeral took place on Monday, April 29. We extend sympathy to Mr. and Mrs. Brown and family.

Superintendent B. F. Hoehn was laid up at his home on account of illness for about a week.

No. 102 on May 1 handled a baggage car with exhibits from the lakes and woods on this division to be shown in the Out-Door Life Exposition which is held in the Coliseum in Chicago each year. Exhibits from this division have been going to Chicago each year and the last car proved quite interesting.

Walter Billington made his usual round a few days ago advertising his lead pencils that we notice are marked "UNION OIL CO." Walter has a way with him that seems to draw pencils from the different industries. We never like to get those marked "Rib Mountain Granite Co.," because they give us a creepy feelin'.

By the time this magazine is published the Fishermen's Special will be operating regularly between Chicago and Star Lake. The first trip will be out of Chicago on June 3. No. 102 and 103 will start running between Minocqua and Star Lake June 14, and continue until the fish train goes on. A week-end and holiday special will be operated out of Chicago, first train leaving May 24, returning May 26, second train leaving Chicago May 29, lay over Memorial Day at Star Lake, returning June 2. The

## CLASSIFIED ADVERTISING

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

### FOR SALE

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

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

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

Fur Rabbits for Sale.—Chinchillas from Stahls gold certificate strain breeding stock, all ages, from registered and pedigreed parents. Prices reasonable. Write your wants. W. F. VanGilder.

Cigar Lighters—Nickel-plated, the best bargain you ever saw at the price. Postpaid, 50c. No C. O. D.'s sent. Write today. J. F. S., care this Magazine, Room 790, Union Station, Chicago.

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

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

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

bus will start operating between Minocqua and Boulder Junction on May 14. The resort owners above Minocqua are all interested on account of the advance advertising our railroad is doing and expect a good business if the weather is favorable.

General Superintendent D. W. Kelly and District Engineer F. M. Sloane made a trip over the division this week, and while at Trout Lake saw three lake trout that had just been caught the largest one weighing 3.7 pounds.

Hazelhurst, Sayner and Boulder Junction agencies will be opened about May 15 for the summer season. We understand that the familiar face of John Steele will be in the office at Hazelhurst, but have not heard who will be assigned to stations at Sayner and Boulder Junction.

The Safety First meeting was held on May 2 with the usual large attendance. These meetings are always interesting and are looked forward to by the men.

The Loss and Damage meeting was held at Merrill the latter part of April and was well attended, all of the various crafts were represented.

Everybody has been kind of expectant as to what kind of news they were going to hear from John Brown, chief clerk, Wausau freight house. The news is—a brand new car—looks good, John.

J. H. Horn, roundhouse foreman is also driving a new Graham Paige.

The Milwaukee Women's Club is arranging with the Wausau Theater to sponsor a "movie" sometime during this month, and the wives are going to call on their husbands and put them through a course of salesmanship so there will be at least one thousand tickets sold.

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

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

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

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

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

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

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

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

Thanks for the tip Brownie, you get what inside information you can and when we come, if our friend won't take the lead maybe you can.

Frank Gildson, agent at Knowlton advises that the canning company is doing an extensive business and expects to enlarge the size of its plant this summer. The work will be completed for this season's pea crop.

"Stub" Van Alstine walked in several evenings ago with a string of fine fish, we wonder if he caught them himself, because he could not or would not tell where he got them.

Mr. A. R. Stout, agent at Balcock has recovered his health sufficiently to be able to resume work.

### Electric Flashes from Deer Lodge and the West R. M. Division "Willie"

THE sympathy of Milwaukee employes is extended to Machinist William S. Inman in the death of his father, Geo. F. Inman, who passed away April 23, in Milwaukee, Wis.

Mrs. Charles Saint, wife of Conductor Saint, has returned to her home after an operation performed in St. James Hospital in Butte. We are glad to report Mrs. Saint as recovering rapidly.

Why doesn't someone entice Tony Byrne's girl to move to Deer Lodge. It's a shame to have Tony missing all his trips.

Jack Weatherly is back at his work in the dispatcher's office after a siege of sickness in St. Joseph's Hospital.

Storekeeper Carr, Mrs. Carr and children, have returned from a short visit in Minneapolis,

where they visited Mrs. Carr's mother, who has been ill in a Minneapolis hospital, but is on the road to recovery now.

John Coey, Jr., son of Main Machinist Coey, was taken suddenly ill with appendicitis while attending school at Bozeman and was operated upon. At the present writing he is getting along nicely, and we hope will soon be back on his feet again.

Why is it Engineer Foote wants the switch engine windows all shined up?

District Boiler Inspector Ashback and General Boiler Inspector Novak made an inspection at Deer Lodge shops, April 25.

Mr. and Mrs. James A. Harris have returned from a visit with relatives in Phoenix, Ariz.

The following are sporting new cars: A. B. Gardner, a Pontiac; Bryan Kantner, a Nash; John Knackel, a Pontiac; Lewis Warn, a Durant; Engineer Leo Kemp, a Chrysler.

Our sympathy goes out to the family of Charles Lindquist, who died on the coast and was buried in Deer Lodge on May 7. He was the father of Miss Rose Lindquist, clerk at Tacoma, also Bryan of Deer Lodge and Oscar who was recently transferred to Milwaukee, Wis.

Another of our eligible young men has joined the benedicts. Grover Embry and Miss Lottie Latham were married recently, but won't tell when or where, but will admit they are married.

Understand Harry Paull and Webster Quickenden, of the Store Department office, have some trained mice who will perform every once in a while, but if they have them on show very often, I'm afraid Mr. Carr soon won't have any office left.

Mr. George Taylor, for some time chief operator at Butte passenger station, died recently in Portland, where he had gone for medical attention. The body was brought to Butte where he was buried May 4. Our sympathy is extended to Mrs. Taylor.

Conductor Chick Bolton is in Cleveland, Ohio, on business the past three weeks.

Bert Alger, section foreman at Clinton, met with a fatal accident in his home two weeks ago. In some way he missed his footing and fell down stairs, striking his head against the door jamb at the bottom, fracturing the skull. He died instantly. He was buried at Missoula. He is survived by his widow and several children. The family moved to Missoula, where some of the children work. The sympathy of the division is extended to the family in their bereavement.

Among the railroad families that have moved and purchased homes in Deer Lodge the past month is R. L. Flynn, conductor on the West End; Chas. Horning, engineer on the West End; and F. L. Sterling, conductor on the East End. We are glad to see these folks settle down and take life seriously.

Conductor Frank Walters is in Minneapolis and Duluth and other points east on a business and pleasure trip.

They say that they all get it. Now that Grover Embry has got married we are all watching Tony Byrne. They say that he has been bitten, but don't know just how high the fever is yet. Hurry up, girls, these eligible "old baches" are getting pretty scarce.

## La Crosse and Northern Division Items

*Eileen*

SPRING, spring, beautiful spring, when a young man's fancy and—well you know the rest of it—we had begun to think there weren't no such animal—but we're wrong again for Yard Foreman John Coughlin from La Crosse was united in marriage to Miss Veronica Bamberger on April 29. After a motor trip to Milwaukee, Chicago and other points they will be at home to their friends at 1445 Wood Street,

La Crosse. We wish them a happy and prosperous wedded life.

Due to the fact that Conductor Ray Long was unable to attend to his Mississippi River interests he has given up his passenger run, 2 and 3, and has taken the La Crosse lay over on the way freight.

We were very sorry to hear of the sudden death from a heart attack of Mrs. Wm. Paulick, wife of Yard Foreman Paulick at Oshkosh. Besides her husband she is survived by four daughters and five sons, her parents and some brothers and sisters.

Sam's wave length has decreased since the spitting of the dispatcher's phone. When Freddie puts out orders, the boys think it is Sam, which results in a general mix-up.

Len Woodman, our popular engineer, has gone and pulled a big surprise. He and Mrs. Cora Reeds were married at Winona and the telegram to friends bearing the good news simply stated, "Send us a map, we've lost our way." Good luck, Len, and may prosperity attend you.

Miss Esther Hughson, file clerk in the superintendent's office, has been very ill with pneumonia, and her many friends hope that it will not be long before she will be out and around.

Yardmaster T. Bloomfield at Portage is also on the sick list being confined to the hospital at Portage. During his absence Emil Publitz, famous for his ride on the bull, is efficiently managing Portage Yard.

Marj. and Coal Flat have originated a brand new way of checking for errors—guaranteed fool proof. You simply check the original against the carbon copy and if they balance it is O. K. Just drop them a line for details. They will be gladly furnished.

Carl Schroeder, second trick operator at La Crosse left for Lyndon to gather up some of the trout he didn't get last summer. Here's better luck, Shiek.

Operator Senogles is back on the La Crosse Division again after having worked at Horicon this winter, but we notice he still makes lots of trips to Horicon. We are simply consumed with curiosity as to what for.

Operator A. A. Kott is now working the third trick operator's job in the dispatcher's office at Portage while Ben Hovel is working the car distributor's job.

The new Fords seem to be quite the car. Ben Hovel is driving a new Ford Tudor, while Lonnie Farnham and Babe Hayes are driving new Ford sedans. Hear that Conductor Russell Taylor is also displaying a brand new Ford. Jack Jungwirth is driving a new Buick sedan and Switchman Chas. Peters has a new Dodge. Pretty nifty.



'Twas dark and cold  
Long ere break of day,  
When these fishermen bold  
To Lawrence Pond did make their way.

Lines were cast for the little trout,  
Many would be caught, without a doubt.  
Ooops—she's landed—our Jack with one,  
But FPM—he had none.

"Well, well," said FPM. "Something about this must be done."

'Twas not long after, but minutes few  
When a noble friend came into view.  
'Tell me, my friend, how much will you take

For that fine trout on your stake?"  
'"Oh, mon cherie, take it right along—  
'Tis yours for less than a song."  
When trout, it was displayed  
They say the claim was made  
It was caught from off the shore  
By FPM while he worked and swore.

At the Milwaukee Road Bowling Tournament held at Minneapolis, Lonnie Farnham gained fifth place in the singles and Roeker and Geo. Alexander had fifteenth place in the doubles. The Pioneer Limiteds were represented, too. While they have quite consistently held the third place in the Portage City League, it is contended that had some of the members bowled 140 instead of 130, they would have been in first place.

Our faithful roadmaster's clerk has received a well-earned promotion. Such an event could not properly go without a celebration and the night following was chosen for the affair. While our curiosity has been squelched every time we tried to determine what happened in the interim, we do know that Mac returned from one of the neighboring beer farms with some new shoes and a badly sprained ankle.

On the morning of May 8, a timber fell through the window of the cab on No. 1, breaking the steam pipe and flooding the cab with water. Engineer Warburton and Fireman Norcross brought the train to a stop in such a manner that none of the passengers were disturbed and were unaware of what had happened. I am sure this is very commendable.

## Tacoma Shop Notes

*"Andy"*

MORRIS FINEGOLD bought a Star car, don't know if it was second or third hand, anyway, he has already been in one wreck, and also in jail on its account—it's a good car for the shape she was in, but guess it just would not stand man handling or rough stuff. Morris ought to go in the car wrecking business.

Our Steno has a new monicker "Andy Gump". Here is the story of how he got it—Once upon a time there was a—no I don't think we had better tell the story for we would not be able to bring out the salient points, so just ask Willie, he knows.

The Three Musketeers we have noticed ride home with Harry Monroe, in his Ford—this of course changes their title while enroute, to the "Four Horsemen".

Machinist Ostendorf, is the operator of our new boring mill, and one of the first jobs was the boring out of a broken armature shaft from a Bipolar. Now if you don't think that is some job, just try it once, and believe me he did a swell job of it in short order.

Machinist Webber fixed up the lathe to use for armature banding, slotting and commutator work, and we can say without stuttering that it was a fine piece of work, and shows that he knows his stuff.

Bill Coors, the sportsman, is a member of the Othello Golf Club, and also a member of the Tacoma Rifle Club—he has already made a hole in one (of the targets) at the rifle club, but at Othello we understand he is digging ditches.

Speaking of rifle clubs—own own famous two gun Jim, is also a member of the Tacoma rifle club. In sitting, standing and slow motion fire, he chalks up a fairly good

score—but on rapid fire, the targets are perfectly safe.

Here is a little advance dope, a bird just flew in with—Doc Monroe, Storekeeper at the Coach Yard, is going to be married this fall—we don't know the lady's name but understand she lives in Seattle.

Len Hogan, has now fairly mastered the art of driving a Pontiac, he knows all the traffic signals by heart, and he has even gone so far as to have the garage doors put on permanently — that is what you call faith—that when he drives in the garage, he drives in.

Leonard Juley, of the woodmill, well known as a baseball player, has also taken up bowling—must be pretty good at that too, for he recently returned from a tournament at Vancouver, B. C., a winner in fourth place, either that, or the stuff they dish out up there, was good.

Al Somerville, wheel inspector and baseball player, furnished all the thrills at the opening game of the Timber league, with two spectacular catches, and the longest ball drive, which was up against the fence.

## Illinois Division

M. J. S.

THE marriage of Fireman Earl P. Skelton and Miss Madelyn Koop of Chicago was solemnized May 4. They spent a short honeymoon at Milwaukee, Wis., and returned to Chicago where they will reside. Congratulations are extended.

Mrs. Roy Patton, mother of Brakeman Chas. Patton, died at her home in Minneapolis April 29, due to a paralytic stroke. Brakeman Patton attended the funeral at Minneapolis, May 1. Deepest sympathy is extended.

Congratulations are extended to Savanna Roundhouse Caller Wilbur Lartz and wife on the arrival of a son at their home, May 11. The little fellow will answer to the name of Wilbur John.

Mrs. C. J. Kleeman and two children of Dubuque, wife and daughters of Dubuque Shops Accountant, visited in Savanna recently with Mrs. Schunder's Mother, wife of Savanna Roundhouse Machinist, John Schunder, who recently received Employees Pension. Mrs. Schunder suffered a stroke of paralysis but is getting along nicely at her Savanna home.

Mrs. Hans Sorenson, wife of Wrecker Engineer, Savanna, visited with her son, J. T. Hansen and family, at Bensenville on Mother's Day.

Superintendent W. M. Thurber and Trainmaster J. W. Blossingham are driving new Buick cars.

Engineer and Mrs. J. P. Castle went to Rockford to see Mrs. Castle's mother, Mrs. H. L. Barber, who is confined to the Rockford Hospital with a broken hip received at her home due to slipping on a waxed floor. She is getting along as well as can be expected.

Sympathy is extended to Mr. and Mrs. Earl Hersey account the death of their six day old son Earl Landrum Hersey.

Mrs. W. A. Wires, wife of Chief Timekeeper Superintendent's Office, is nursing a very sore hand due to catching it in the electric washer at their Savanna home. Bill needs sympathy now for he says he has all the cooking to do!

Miss Ramona Brown, daughter of Savanna Towerman F. E. Brown, and Fireman Merle Ferris were married at Mt. Carroll, Ill., May 2. They will reside at Bensenville. Congratulations are extended.

"Allen LeRoy" is the name of the little stranger that came to the home of Brakeman Paul Turner and wife. His birthday is May 2. Congratulations are extended to the happy parents.

Mrs. W. M. Thurber, wife of superintendent, attended the annual State Convention of P. E.

O. held at Carlinville, Ill., being a delegate from the Savanna Chapter.

Perishable Freight Inspector Donald Bolton and family visited in Savanna recently at the home of this parents, Car Repairer Francis Bolton and wife, on his way to Mason City, Iowa, to which place he has been transferred from Madison, Wis.

Deepest sympathy is extended to Conductor J. S. Darr account the death of his wife, April 23 at Savanna, due to colitis, following an illness of but two days. Mrs. Darr was the daughter of Roundhouse Foreman Wm. Volsch of Davis Jct. Besides the husband, she leaves four small children. Funeral services were held from the home at Savanna, and the funeral cortege went overland to Davis Jct., where interment was made.

Every effort is being made by Senator Deneen to get the Savanna-Sabula Bridge Bill through the Senate at this session of Congress, according to a letter received by the Savanna Commerce Assn., from Congressman Wm. R. Johnson. The Bill is known as S-875, and was introduced in the Senate April 29, 1929, by Senator Deneen.

Mrs. Sue Overcash, mother of Operator I. B. Overcash of Spaulding returned to her son's home at Spaulding where she is recuperating from a recent operation at a Freeport hospital.

Brakeman H. R. Feers and wife of Savanna mourn the loss of their four months old son Harold, Jr., whose death occurred May 10, due to pneumonia. Burial was made at Mason City, Iowa. Brakeman J. C. Williams, wife and daughter Janet accompanied Mr. and Mrs. Feers and the body from Savanna to Mason City. Miss Janet acted as a pall bearer. Deepest sympathy is extended to the bereaved parents.

The Superintendent's office girls entertained for Mrs. Anna Bahne, former E. & F. Timekeeper at Savanna, at a dinner at the Radke Hotel and Theatre Party, May 10. Mrs. Bahne was presented with a cameo dinner ring from the office bunch. Mrs. Bahne will leave for Chicago to spend the summer months with her son, Arthur and wife, at that place, and expects to leave for new home at Seattle, in the fall. The best of wishes go with her from the Savanna bunch to her new environment, way out West.

April 24, Superintendent's office: Hurry! Scurry! What's it all about? Clara spied the new sparkler on Lillian's right finger on her left hand! "Happy" wore a visor all day to save his eyes from the constant glare of the "headlight" across the desk from him! Lillian (Parsons) is our Comptometer Operator, and will gladly show her new treasure to you on request!

Oh, Yes, Happy called Phone number Red 301 the other day, and said he got the "Pig Yards"—Correct! That is Stock Yards number.

Virgil Glosup, Engineer Department Rodman, purchased a new gray Chevrolet recently. Blue skies when he goes riding now.

The many friends of Geo. Mahood, Dub. Divn. Brakeman are glad to see that he is able to be around now with the aid of a cane.

Sure is a hard matter for Bud (Duhigg) to get up in the morning (sometimes). He says it's because the Alarm Clock didn't go off. That's right Buddie, blame it on something.

James Glosup of Sulphur Springs, Texas, has accepted a position in the office of Division Engineer. Jimmie is a brother of Virgil and we'll ask them to sing for you sometime.

## BROADCASTING FROM "WGC" SAVANNA YARDS

Announcers—G. Dahl and H. J. Bell

BILL CLERK CHAS. WILSON has returned to duty after a prolonged siege of illness. Charley's motto—"Keep your hand on your head and let your thoughts roll by."

# SPECIAL OFFER

## For 100 Milwaukee Employees

As a special offer we will sell 100 of these lanterns to Milwaukee men at cost, with not one cent of profit to ourselves.

Greater Candle Power—Stronger and better diffused light—Sturdy Construction.

Burns eight hours on eight ounces of Carbide with only one filling of water.

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

## Light Where You Want It



Porto Light

On the job there is no substitute for steady light—plenty of it and where you want it.

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full even beam of over 5,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.

## The National Carbide V G Handy Light

Like the Porto Light, the Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.



Handy Light

### MAIL THIS COUPON TODAY

National Carbide Sales Corporation, 342 Madison Ave., New York.

Gentlemen: Please send me complete information about your special offer CARBIDE LANTERN.

I am a ..... on the  
 (Occupation)  
 ..... of The Milwaukee.  
 (Division)  
 Name.....  
 Address.....

# THE BINKLEY COAL COMPANY

are Miners and Dis-  
tributors of the Best  
Grade Coals for All  
Purposes

WRITE US FOR PRICES

Burnham Bldg.

CHICAGO

Former car checker W. Christensen was visiting old friends at the Yard office recently. Wilbur is contemplating a trip to Texas.

Bill Clerk Earl Anderson is the proud possessor of a new Ford Tudor coach. He is now able to get in and out of the garage without detaching the garage doors.

Callers James Kennedy and Gerald Vesely were visitors at Cragin, Ill. recently. They say the girls are crazy about them. They must be, as they did not get back for several days. Yes, Jimmie wore his bright red necktie.

Towerman Frank Brown is wearing a smile that won't come off—Mr. Brown's youngest daughter, Ramona, was united in marriage on May 1, to Fireman Ferris. They have gone to housekeeping on Third St.

The recent election proved a sad disappointment to our genial box packer, Andrew Kuhn—Andrew's name was omitted on the official ballot and he received only 180 votes out of a possible 400. Andrew is not one to give up easily (Scotch) and says he is going to keep running until he wins. Good luck to you Andrew.

Switchman C. M. Harrison and wife have just returned from a two months' trip to California points. Cliff also made a voyage to Tia Juana, Mexico, and reports a very enjoyable time.

Sympathy is extended to Switchman D. D. Kennedy, Sr. and son James and family, account of death of wife and mother, Mrs. D. D. Kennedy, Sr. which occurred Saturday, April 20. Mrs. Kennedy's funeral was held Monday morning, April 22.

## Charles Franklin Coffee

AT HIS home in Elgin, Illinois, April 12, occurred the death of Engineer Charles Franklin Coffee. Funeral services were held from his late home on Monday, April 15.

Mr. Coffee was born in Elgin, February 14, 1859 and had lived all his life in that city.

He was a Veteran in the service of The Milwaukee Railroad, and was one of the few surviving engineers of the old Chicago & Pacific Railroad, now a part of the Illinois Division of our System. Forty-five years of service with the two railroads stood to his

credit. His record was one of fidelity to his trust. No accident ever befell him for which he was held responsible. His motto was Safety First and his friends knew him as one ever kind to the unfortunate, always cheerful and always conservative in his judgments, doing what he believed to be right and fair.

He was held in high esteem by a large circle of friends. His funeral was largely attended and the floral offerings were numerous and beautiful.

## Northern Montana Division

Max

THE Northern Montana Division was represented at the District Claim Prevention Meeting, at Spokane, Wash., by A. M. Max-einer.

General Superintendent Rossiter presided and opened the meeting with a short talk on the matter of the railroad company wishing the good will of the public in all of its dealings. That it was the desire of the Milwaukee to have all of its employees endeavor to sell more transportation and in order to do this it was necessary to avoid making a dissatisfied customer. He said that he had a letter from Vice-President Gillick, saying that it was the desire of the company that more trainmen attend the meetings, that it was very important that the trainmen become acquainted with the big problem that we have on in the matter of claim prevention and that he felt sure that we could expect their cooperation in making a better delivery of the business that is handled.

H. A. Wicke, Superintendent of Claim Prevention Bureau, of Chicago gave a very comprehensive outline of the work which that bureau was doing. He stated that the largest item that they now have to deal with is that of unlocated loss and rough handling, that the latter matter could be well supervised by the conductors in charge of trains and the men employed in the yards. He spoke about the importance of getting proper line-up on shippers' instructions in regard to the feeding of carload shipments of hogs, that each person handling the waybills for such cars, as well as other live-stock look the bills over and see that the instructions carried on bills be

carried out. Mr. Wicke told of the improvement that has just been made in speeding up the movement of merchandise and expressed the hope that with the new line-up that there would not be any trouble in trainmen being able to find local freight in way cars, that if there was any improper loading or stowing that their Superintendent be notified.

E. L. Cleveland, assistant superintendent, of the Trans-Missouri Division told us about how they handled business on the east end, Superintendents Fuller, Sorenson and Devlin spoke about what had been accomplished in their respective territories in the matter of claim prevention. A general discussion was had in which Mr. Rossiter invited all to participate, which was done.

Superintendent Bowen attended the sixth district convention of Rotary International, which was held at Great Falls on April 29 and 30. He states that he had a wonderful time and was able to meet with representative business men from all over the state.

E. W. Johnson has given up the night switch engine at Lewistown Yard; Earl Hymall, has taken his place.

On account of enlarging the territory of the Roadmasters, Mr. O. A. Johnson, who had the district east of Lewistown, has gone over to the Rocky Mountain Division.

F. N. Hicks, assistant traffic manager, J. F. Bahl, assistant general passenger agent and Harry Rowe, assistant general freight agent, of Seattle, were Division visitors during the month.

The Shell Oil Company, of Seattle, Wash., have completed their wholesale station, which is located on the Milwaukee tracks at Lewistown. They are also finishing their large plant on our tracks at Great Falls.

The Democrat News, of Lewistown, contained a nice write-up from their Roy, Montana correspondent in regard to the assistance given the citizens of Roy in the beautification of their community park by the Milwaukee. Mr. Bowen advised them that additional trees will be furnished by the Milwaukee and that we will do our part in helping to keep the park up. The park is not only a nice addition to the town but improves our station ground appearance.

Rex Koube has been assigned to the agency at Judith Gap, vice R. D. Crowder who bid in Jefferson Island.

Erick Matson, relief operator on the Rocky Mountain Division has been doing extra agency work on the Northern Montana Division.

Mrs. H. R. Bennett, mother of brakeman Henry Bennett, left for Long Beach, Calif., where she will visit her daughter.

W. H. Curran, son of Yard Conductor Hugh Curran of Great Falls, is visiting in Seattle, Wash.

Chief Dispatcher E. B. Cornwell made several trips to Butte in connection with new time table which will go into effect May 9.

Mrs. B. S. Ford left for Tooele, Utah, to visit with relatives.

Mr. and Mrs. Lyle Ingalls, of Pownal, Mont. are spending several weeks with friends at McLaughlin, South Dak.

W. M. Jones, carpenter on the bridge and building outfit was called to Emmetsburg, Iowa, account of sickness of his father.

Clara B. Larson is visiting friends in Redfield, South Dak.

H. F. Love, General Chairman of the B. of R. C. and S. C. visited with the freight and express clerks with a view of getting their ideas of a new working schedule which will be requested in June.

J. Z. Ramsey and family, of Denton, Mont. will spend their vacation in Los Angeles, Calif.

Mrs. E. G. Smith, of Great Falls, Mont. departed for Billings for a short visit.

Joe, Edward and John Smeltzer, who are in three branches of the service were called to Stoneboro, Penn. account of the serious illness of their aged mother.

V. G. Spies, chief car distributor, with headquarters at Seattle was checking the car situation on the Northern Montana Division.

The many friends of Mr. and Mrs. S. F. Philpot, formerly traveling agent in this territory, will be pained to learn that they both have had considerable sickness since being transferred to Sioux City, Iowa.

W. E. Hall, who succeeded S. F. Philpot here has been transferred to the Dakota country. We have not been advised who will be sent to the middle district to take his place.

Mrs. M. F. Riddell departed for Emporia, Kansas for a short visit.

Brakeman J. L. Markey, who has been on the extra board on the Northern Montana Division, expects to take employment at Kansas City.

## West I. and D. Notes

F. D. S.

WE had several meetings in Mitchell April 22—Courtesy, Safety First and Fuel. The attendance was the best so far, a little over eighty. We had as speakers, Superintendent Ingraham, Bost, Beerman and Safety First Superintendent, Hannaford. It seems that everyone is taking more interest in these meetings and all are trying to put some of the suggestions into action.

Emma Reyner, cashier at the freight house, went to Ruthven first part of April to visit her sister.

A. G. Boardman, Roadmasters Core and Minton were in Mitchell to attend the Safety First meeting.

We were very sorry to hear of the death of Mrs. D. C. Boles, wife of station agent at Evely. Mrs. Boles passed away Wednesday, May 1.

J. T. McCormick and Mr. McCoy of Milwaukee, were here May 3, meeting with representatives of N. W. Public Service Co. on the electrifying of the plant at the roundhouse.

Donald Harrison, small son of Machinist Harrison, has been ill in the hospital but is doing nicely now.

Boilermaker Helper James Goss has been sick for two weeks and is reported getting along nicely.

Luddy, 2nd trick yard clerk, has bought himself a Ford coupe and is now a first-class machinist, so anybody that has trouble with his car just call Luddy and he will fix it.

John Tice, switchman, has so much ambition that he wants to be doing something all the time. The other morning when he was ready to go home he discovered he had two flat tires. He took both wheels off and carried them three blocks to a tire shop to get them fixed, but they discovered that someone had just let the air out for a joke. Now John walks to work, he claims that it's a whole lot easier.

E. M. Stanton, yardmaster, was laid up for about three weeks. He went to Madison, Wis., to visit his son and also to have him give him an examination to find out just what the trouble was. His son is studying to be a doctor and will graduate this coming June. He must have fixed Ed up as he is looking better and can still make tracks in the dust.

Switchman Shook is laying off with a sore back; he claims that it is caused from cranking the engine on his motor boat.

A. Daniels of Minneapolis, W. E. Ingraham and M. A. Boat of Mason City, made a motor car trip over the west end to map out bank widening and ballast program for the year.

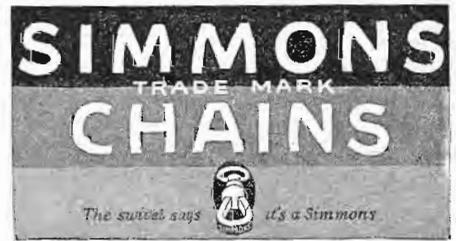
More snows, more crops, and more crops, more business! The Black Hills Line should



A GOOD WATCH DESERVES A GOOD CHAIN

... You live with your watch-chain, so you know the job it's up against. Dirt, grime, handling—it meets them all. And it still has to stay good looking—especially when a fine Hamilton hangs on the end.

But a Simmons Chain is equal to the job—and this Simmons Chain particularly. It is designed especially for railroad model No. 5—"Hamilton's newest contribution to beauty in railroad watches." The number is 30876, and the price of the chain only, in yellow gold-filled, \$8.25. In green or white gold, or a combination of the two, \$10.50. The next time you have your watch inspected, look this chain over. R. F. Simmons Company, Attleboro, Mass.



certainly have a good business this year. So far this month if it is not snowing it is raining. We are three inches of moisture ahead of normal to date, April 14.

The Black Hills Chapter of The Milwaukee Women's Club gave a very successful Overall and Apron Party April 8. They had a 6:00 p. m. dinner, serving seventy-three people.

Immediately after dinner a Kangaroo Court was held and those not wearing aprons or overalls were hauled into court and fined. \$2.50 was collected in fines, also a number of vaudeville stunts imposed, which were carried out in a very able manner. Among these was a Dance of the Demons by Conductor Craig Wilson.

After the vaudeville cards and dancing completed the evening. Music for the occasion was furnished by Engineer Diehl and daughter Elsie, Fireman Rudy Beckman and Helen Yount Kraukovitch.

A Safety First meeting was held in Rapid City Sunday, April 7, by Roadmaster Core, with 35 in attendance. Among them was Mr. Hannaford, our district Safety First inspector, who gave a very interesting talk on Safety.

Some very good talks and suggestions were given by section foremen and a lot of interest was shown in the Safety First movement.

Mrs. Frank Grace of Rapid City is staying with her daughter Mrs. Hand, at Mitchell, who has been seriously ill for the past six weeks.

Little Mary Ness, daughter of Wm. Ness of Conata, had her collar bone broken by a fall from a chair April 6.

Engineer Ed Smith was called for an extra at Rapid City April 15. Looked natural to see Ed on an engine again, he has been laying off, the past two years.

Friday of each week we have a Red Owl Special into Rapid City, and if it is late the world hears about it through announcer, Brake-man C. H. Yount, who goes on the air at 4:00 p. m. each Friday.

Conductor and Mrs. Riley Hughes of Chamberlain, spent the week-end in Rapid City.

Mr. and Mrs. G. Hornocker of Murdo, were

again called to Rochester, Minn., Mrs. Hornocker having been taking treatment there.

J. Robertson got Weta, S. D. as section foreman.

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

D. H. A.

WE have every evidence of spring being here, judging from all the house cleaning that has been done in the different offices. The local roundhouse especially should be complimented on its fine appearance, having just been given a new coat of red and green paint, the engine stalls have been whitewashed and everything over there is in spick-and-span order.

Trainmaster and Mrs. J. P. Rothman were called to Menominee, Michigan, by the death of Mrs. Rothman's brother, Edwin L. Earling, who passed away at the Herman Keifer Sanitarium at Detroit, Mich. Mr. Earling spent some time with his sister here and made many friends in Mobridge, who regret to hear of his passing.

Mrs. Ray Martin and daughter Dorothy, spent the week end shopping at Aberdeen.

Owing to the large increase in the cream and express business between McLaughlin and Marmarth, they have discontinued the use of the gas-electric car and substituted steam service so, more cars can be handled. The cream shipments are larger than ever, about 800 cans being transferred at Mobridge daily.

Miss Marie Conolle spent the week end visiting friends at Minneapolis. She now wears a beautiful new "sparkler" and we are all curious to know who the lucky man is. Congratulations.

Assistant Claim Agent E. J. Cummins spent a few hours here en route to Mobile, Iowa, on official business.

Supt. H. M. Gillick spent a few days in Mobridge on business. He was accompanied by Asst. Supt. E. L. Cleveland on an inspection trip over the Faith Line.

We were shocked and grieved to hear of the sudden death of the eighteen months old son of Mr. and Mrs. H. H. Rinderneck, who passed away April 19, after a few hours' illness from intestinal poisoning. Little Jack was a sweet little fellow and will be greatly missed. Deepest sympathy is extended to the bereaved parents.

Dora Anderson spent the week end with her parents at New Effington, S. D.

Traffic was delayed a few hours on the Faith line on account of a washout at Du Charme. The damage was repaired in a short time.

"Butch" Parker has served his apprenticeship in the Milwaukee shops at Miles City and is now a full-fledged machinist.

"Hook" Revord, one of our popular engineers, spent a week visiting at the home of his mother in St. Paul.

The position of head blacksmith at the shops here, made vacant by the death of J. M. Johnson, is now being filled by M. M. Cartwright of Chicago, formerly of Moberidge. He will move his family here at the close of the school year.

Mr. and Mrs. Norman Anderson have moved to the farm home of Mr. Anderson's parents, Mr. and Mrs. Cornelius Anderson. Ann has her trusted Chevie and drives back and forth to work every day. Did we hear her singing "I love the cows and the chickens" the other day?

Fireman Haver Culp and wife are the proud parents of a baby girl born April 12.

Division Engineer W. E. Ring of Miles City, spent several days here making arrangements for the spring program of work here.

Kirk Sandals, Charles Clinker, Frank Reicke and Claire Riffle, all students at the university at Vermillion, S. D., spent their Easter vacation at home.

Four of our popular young people, Mr. Irving Hilton, Eddie McCafferty, Misses Marie Blake and Esther Payne met with a painful accident when the car they were driving went over the embankment on the Yellowstone trail near Java, S. D. All four of them are badly cut about the head from broken glass; also more or less bruised and shaken, but we are glad to know there are no serious injuries and that they are getting along nicely.

We understand the genial agent at Thunderhawk has grown quite a crop of whiskers, but we hope he shaves them off before the hot weather comes.

"There was an operator named Nick Gahr, Who had wandered and strayed afar, While he sang the swan song, while his whiskers grew long, This handsome sheik, Nick Gahr."

Ernie Carter, who has been ill at the Moberidge hospital for several months has gone to Minneapolis to consult a specialist. He was accompanied by his wife and Mr. and Mrs. Harry Worix.

Jack Charles of Butte, Montana, spent Monday at Moberidge. There are great attractions for Jack at Moberidge and we don't blame him for wanting to come real often.

We congratulate Mr. O. E. Blake on his promotion to chief carpenter, with headquarters at Miles City. Mr. Blake has taken over his new duties at Miles City; his family will remain here until the end of the school year.

Mr. J. C. Morgan of Othello, Idaho, is the new clerk and stenographer at the Store Department, the position formerly held by Miss Leona Kellaher.

Death has again come in our midst and taken from us one of our veterans, Mr. W. D. Spear, who passed away at Miles City on April 28, from pneumonia. "Dad" Spear, as he was commonly known, was the oldest baggage man on the Trans-Missouri Division, and had many warm friends among the railroad boys who will mourn his loss.

A crew of men are being employed to clean out the cinders in the local yards. There will be about 125 carloads in all, which will be shipped out along the line to be used for track maintenance purposes.

Conductor and Mrs. G. A. Robinson spent a few days in Minneapolis.

Dupree has a fine new unloading platform for handling heavy machinery.

Mrs. M. D. Jacobson was called to Wallace, Idaho, by the serious illness of her son Clifford. At this writing he is much improved.

A beautiful shower was given at the home of Mr. and Mrs. H. L. Steinstra in honor of their daughter, Miss Bernice, who will be a June bride.

## Iowa (East) Division and Calmar Line

J. T. Raymond

AGENT L. A. LOSEY, Teeds Grove, was off duty several days account having a bad infection of right arm, probably caused by an insect bite. T. J. Allen acted as relief Agent.

Agent A. J. Gibson, Dixon, was off duty for a couple weeks. Relief Agent W. D. Schesser, relieving.

Train Master and Mrs. L. A. Turner spent two weeks the fore part of May visiting in California.

Train Dispatcher J. M. Losey of Perry visited with Marion friends briefly enroute from Iowa City back home.

Operator John B. McGuire has been transferred from Paralta to Delaware as Agent.

The position of third trick operator and leverman at Paralta has been discontinued. Operator G. H. House has taken second trick at Paralta.

Operator B. F. Haffner of Sabula who recently underwent an operation at Washington Boulevard Hospital, Chicago, has returned to his home and is improving slowly. It will be some time before he will be able to resume work.

Fireman Louis Luke, in an auto at Oxford

Jct., saw a little girl on the track and some moving cars close to her. He jumped out of the auto and rescued her barely in time to save her life. It took speed and courage on his part. The Carnegie Foundation are giving Gold Medals for commendable acts like this and it seems to us that Mr. Luke is entitled to such a distinction.

Born—To Mr. and Mrs. R. C. Merrill at Marion, a son, April 24. Our hearty congratulations to Mr. and Mrs. Merrill.

W. K. Lothian in the Accounting office at Marion has been assigned to the A. F. E. Department.

Mrs. Blanche Corwin is doing extra work in the Accountant's office.

Mrs. H. E. Byram, president General of the Milwaukee Railroad Women's Club, Mrs. Carpenter Kendall, first vice-president general, Mrs. E. F. Rummel, and Miss Etta M. Lindskog, secretary general, all of Chicago, visited the Marion unit of the Club, Monday, May 6 and each gave a brief talk at the meeting held in the library auditorium. Reports for the last year were given by the various local officers and committee chairmen showing the Club to be in a flourishing condition. More than twenty one hundred dollars has been spent in aiding worthy families in distress. The visiting officers complemented the Marion Club on its activities. Mrs. Byram and party arrived from Ottumwa at 7:30 A. M. and departed at 3:45 P. M. for Dubuque.

Mrs. M. J. Flanigan accompanied by her sons will go to Chicago about June 1st to live, Mr. Flanigan's headquarters having been established in Chicago for several months.

There is deep regret felt by Marion people at the loss of this estimable family from their midst. Mrs. Flanigan has especially endeared herself to the women of the Milwaukee families, taking the initiative in launching the Marion unit of the Milwaukee Women's Club and succeeding in enlisting the interest of a large number of the ladies right at the beginning; was President of this unit for three years and indefatigable in her efforts to promote its interest up to the time of her departure.



## A Full Trainload of Majestic Radio Machines

Above is shown a train of thirty-five cars of Majestic Radios that were routed from Chicago via our line to West Dana, thence via our connections to Atlanta, Ga. The picture was taken after the train had arrived in the B. & O. yards at West Dana.

So large a solid shipment of radio machines is rather a record and the train leaving the Grisby-Grunow factory in Chicago and proceeding out of the city over Milwaukee rails created a real demonstration in its honor. It received the name "The Half-Million Dollar Radio Special."

The Milwaukee service was "on the dot" and the train was delivered to the Baltimore & Ohio Railroad on schedule.

Robert has been attending the University at Iowa City and Jerry has been attending Marion High School, both of them are popular with the young folks and will be greatly missed by many friends.

W. R. Barber left Marion about May 7 to visit several divisions soliciting members for the Milwaukee Employes Pension Association. This association is making a fine record. Are you a member?

Under the new arrangement of crews on the Marion-Calmar Line the Way Freights run through from Marion to Calmar, Condr. C. W. Rollins has the Marion layover and Condr. D. G. Hickey the Calmar layover.

A crew has been assigned to run trains 96 and 95 on the Farley Line and do the switching at Monticello. Condr. W. P. Kelly has been assigned to this job.

On account of paving operations at Wyoming a crew has been assigned to handle this business with terminal at Oxford Jct. Condr. Wm. Reep has taken this job.

Wm. A. Kinder, Cashier at Council Bluffs freight house visited his mother at Marion on Mothers' Day, and incidentally renewed acquaintances with old friends.

Train Baggage men F. A. Dougherty and W. R. Johnson have purchased a dray line at Monticello and taken a six months furlough from their railroad duties to try out the new venture. Both have moved their families to Monticello and their many friends on the railroad wish them success in their new calling.

Passenger Brakeman J. A. Neff had the misfortune of having the toes on his left foot badly mashed. Fortunately this accident did not occur in the performance of his railroad duties so the Iowa Division is still 100 percent so far in May.

The magazine extends sympathy to Engr. John C. Smith and family whose mother passed away at his home on April 25. Mrs. Smith was 92 years of age and had always made her home with John, who was the only child.

Passenger Brakeman A. F. Hutchins has taken a leave of absence to try his hand at the contracting business. Lee Tucker is relieving on Nos. 8 and 19 between Marion and Chicago.

The third track yard clerk job at Marion freight house has been discontinued and C. S. Landis has taken the day yard clerk job at Atkins, displacing James McKnight.

### Splinters From The Wooden Shoe

*Browning*

THE automobile business at Green Bay has now reached such a point that it is necessary to enlarge our facilities in order to handle same. The boats are coming fast and loaded to the top with autos. We certainly hope this will keep coming to us as it means a nice increase in our station earnings at Green Bay.

The ore business is also coming along fine and the Superior Division is kept pretty busy between the ore and the auto business.

Conductor L. L. Bon has been on the sick list for the last week or ten days, but returned to work the other day feeling much better.

Conductor C. B. Kempley and Robert Wallace, nearly regular passenger men now, having been on the varnished considerable lately. Brother John M. Stein is the next man on the list for that service.

Conductor John Rawley is working again, being off sick a number of times lately, but we are glad to see him on the job and wish him better luck.

Mr. John H. Kohne, agent at Chilton and his Chief Clerk, Arnold, took a pleasure trip to Milwaukee on No. 10, May 5. This was quite a treat for the boys as they don't get to the city very often.

Mr. Pat Reidy is now the relief operator at Kiel and he is getting the work pretty well in hand, and as for freight rates he has them all beat.

The other day this message was found in Dispatcher's Office—"ABW—Notify Kelso their Mayor is on No. 31. JTD."

Sunday, May 10, was a great event in the lives of our two men from the Wild and Woolly West. The stock run was coming in and conductor wired there was a big bull loose in the car. The Yard Clerk became frightened immediately as he did not know what he could do, in fact, knew he could do nothing as this took somebody that was used to handling wild animals, etc. He quickly called the General Car Foreman and Car Foreman, who are both from the West, and in a short time everything was quieted down around here as these two men came over and did things up in the right manner. Of course, we were all sorry we could not see their wonderful display of Western handling but hope some day they will give us a demonstration.

Three young ladies were out riding one nice evening, not so early—about midnight, as they had been out eating a nice chicken sandwich at a Chicken Shack about 15 miles from the city and while out there noticed a certain young man from around here out there also. They left a little earlier than the girls did and when the girls got about five miles from the Chicken Shack who do they see walking along the concrete but this certain young man. Of course, knowing the man they naturally stopped and picked him up to take him to town as he only had about ten miles to walk. Come to find out there seemed to be a little misunderstanding in the car he was riding in, and HE was walking home.

Bob Held is riding around in a nice new Nash. Bob you look a lot better in this car than you did in the high old car.

A little forethought—stop—no bent fenders. Bill Hetherington is back on the job after being off sick for some time. Glad to see you back.

### You Figure It Out

HOW many apples did Adam and Eve eat? Some say that Eve 8 and Adam 2—a total of ten only.

Now we figure the thing far differently: Eve 8 and Adam 8 also—total 16.

On second thought we think the above figures are all wrong.

If Eve 8 and Adam 82, certainly the total would be 90.

Scientific men, however, on the strength of the theory that the antediluvians were a race of giants, reason like this: Eve 81 and Adam 82—total 163.

Wrong again. What could be clearer than if Eve 81 and Adam 812 the total would be 893?

We believe the following to be the true solution: Eve 814 Adam and Adam 8124 Eve—total 8938.

Still another calculation is as follows: If Eve 814 Adam, Adam 81242 please Eve—total 81056.—Selected.

### Carload of Hair Dye Shipped to New York

THE Mary T. Goldman Company of St. Paul, manufacturers of hair dyes, tonics, etc. on April 26, favored our line with a carload of dyes and tonics destined Brooklyn, New York. The shipment consisted of 1,350 cases, invoice value \$29.60 per case, or carload value, \$39,960.

## Massachusetts Bonding and Insurance Company

is issuing the

# "HEADLIGHT"

Accident and Health

## POLICY

It is especially designed for  
**Railroad Employees**

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

See our agents today or fill out coupon  
below and send to Supt. Railroad  
Dept. 0000, 14-20 Kilby Street, Boston,  
Massachusetts.

Gentlemen:

- I am interested in an agency proposition.  
 I am interested in a "Headlight" Policy.

Name \_\_\_\_\_ Age \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Employed by \_\_\_\_\_ R. R. \_\_\_\_\_

*Per-fex-ion*

## 400 VARNISH

*Dries in four hours*

*Waterproof—Durable—Quick  
Made in Ten Attractive Colors*

This is not a lacquer but a quick-drying varnish free of offensive odors.

Send \$1.50 for a quart to try.

THE

### Thresher Varnish Co.

1170 E. Monument Ave.

Dayton, Ohio

VARNISH - ENAMEL - LACQUER

## The B. F. Goodrich Rubber Co.

Factories: AKRON, OHIO

When buying rubber goods specify *Goodrich*, the standard of quality for fifty years.

SHOES      BOOTS  
HOSE      TIRES  
and anything in rubber



# The story of White Coal

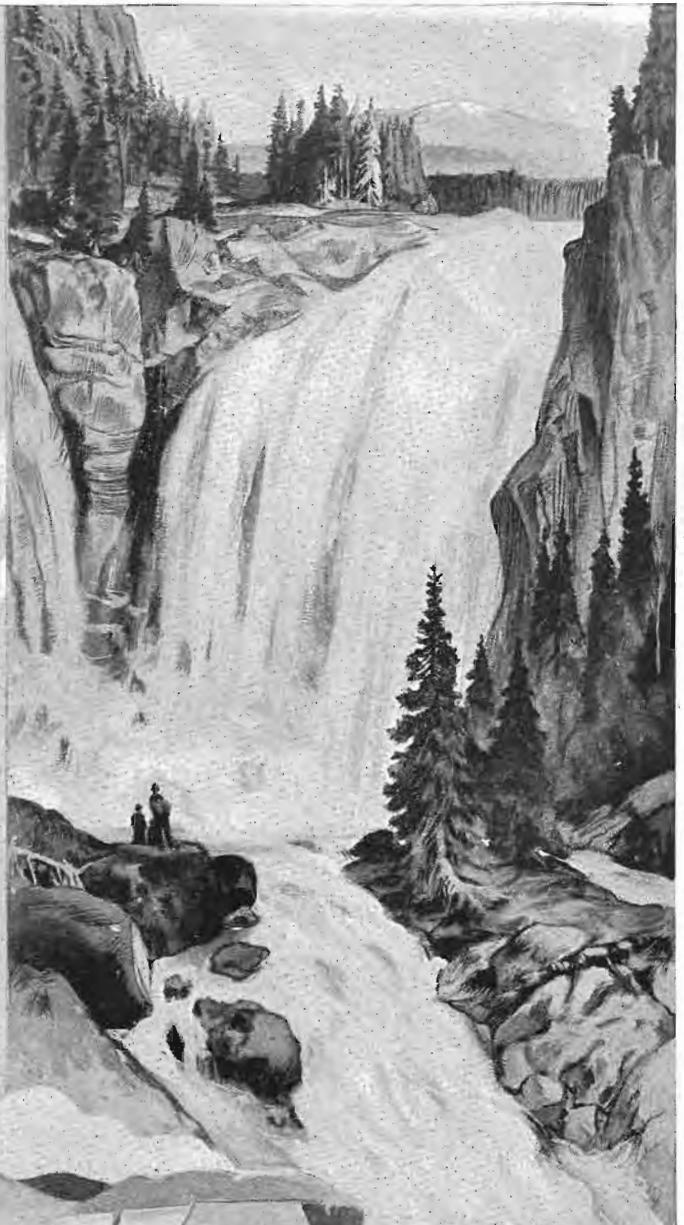
From melting snows, lakes and springs high up in the mountains comes a swelling flow . . . faster and faster until, at the brink of a rocky cataract, the waters pitch and plunge wildly to the depths below.

Here the fury of the maddened stream is brought in leash; its force harnessed to the giant wheels of dynamos whose revolutions create vast stores of electrical energy—"white coal."

The "white coal" that comes from the mountain streams carries Milwaukee trains for 660 miles across four mountain ranges—smoothly, swiftly, silently. No soot—no smoke—no cinders. Travel in the open observation cars of the new Olympian is a novel and pleasant experience. Forty per cent of all the electrified railway mileage in the United States is included in The Milwaukee Road's transcontinental line.

Available for industry, as well as transportation, "white coal" is an important factor in the development of The Milwaukee Road's West.

For your copy of booklet or detailed information on any subject concerning this railroad, address The Milwaukee Road, Room 884 C Union Station, Chicago



## FAMOUS TRAINS

### *The Olympian*

Chicago - Seattle - Tacoma

### *The Pioneer Limited*

Chicago - St. Paul - Minneapolis

### *The Columbian*

Chicago - Yellowstone

Twin Cities - Seattle - Tacoma

### *The Southwest Limited*

Chicago - Excelsior Springs

Milwaukee - Kansas City

### *The Arrow*

Chicago - Des Moines - Omaha

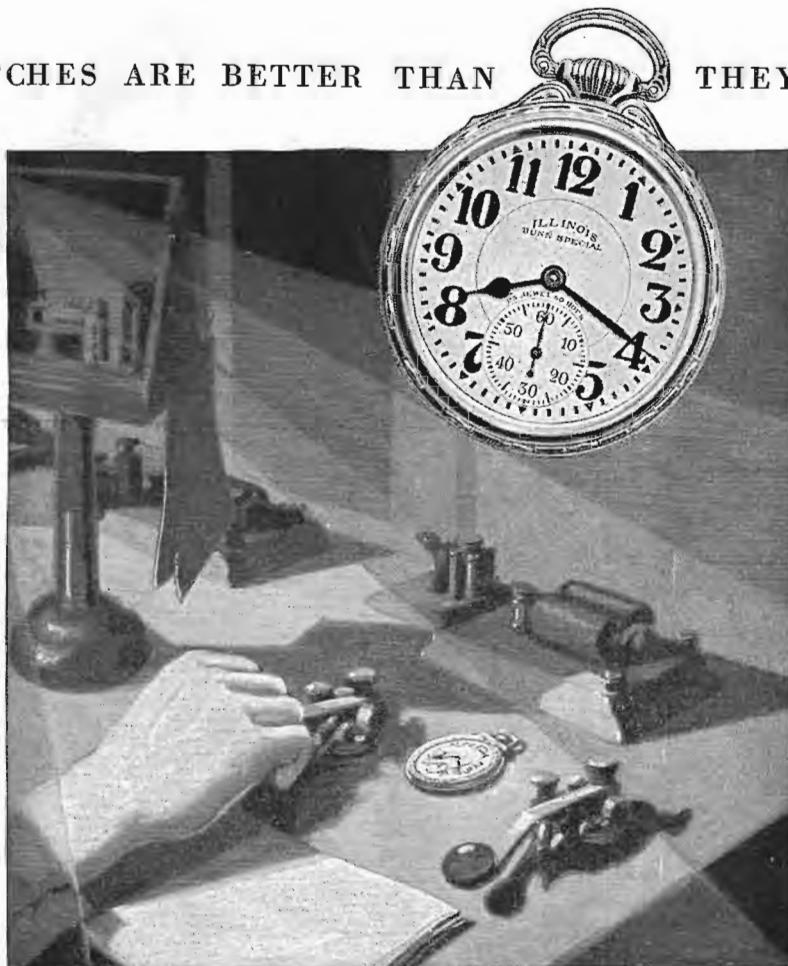
Milwaukee - Sioux City

# The MILWAUKEE ROAD



**CHICAGO  
MILWAUKEE  
AND  
ST. PAUL  
PACIFIC**

ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE



## TIME CONTROL WITH THE BUNN SPECIAL

Every railroad man knows the importance of time control in the remarkable exactness of modern train operation. And that's why railroad men everywhere have such confidence in their Six-Sixty Bunn Specials. For Illinois has gone far beyond accepted requirements for railroad timing to the creation of new standards of assured control.

Justly known as the safety watch, the Bunn Special will run more than 60 hours on one winding—one of the most outstanding improvements in railroad watches in years.

Its adjustment to six positions is further

assurance against error. For these adjustments are the proving ground of accuracy and each eliminates certain possibilities of error.

It is the perfected watch. For before such developments as the long, even-pulling main-spring were possible, the Illinois Superior Motor Barrel was perfected and friction was reduced to the very minimum—thus establishing the last word in sustained, dependable accuracy.

Ask your jeweler to show you the Bunn Special. You will find how easy it is to lead in watch equipment.

- Bunn Special, 23 jewels, 10k yellow gold-filled case.....\$70
  - Bunn Special, 23 jewels, 14k white or green gold-filled case.... 75
  - Bunn Special, 21 jewels, 10k yellow gold-filled case..... 60
  - Bunn Special, 21 jewels, 14k white or green gold-filled case... 65
- Any of these watches with engraved back, \$2.00 additional*

# The ILLINOIS WATCH

Established 1870  
SPRINGFIELD, ILLINOIS

