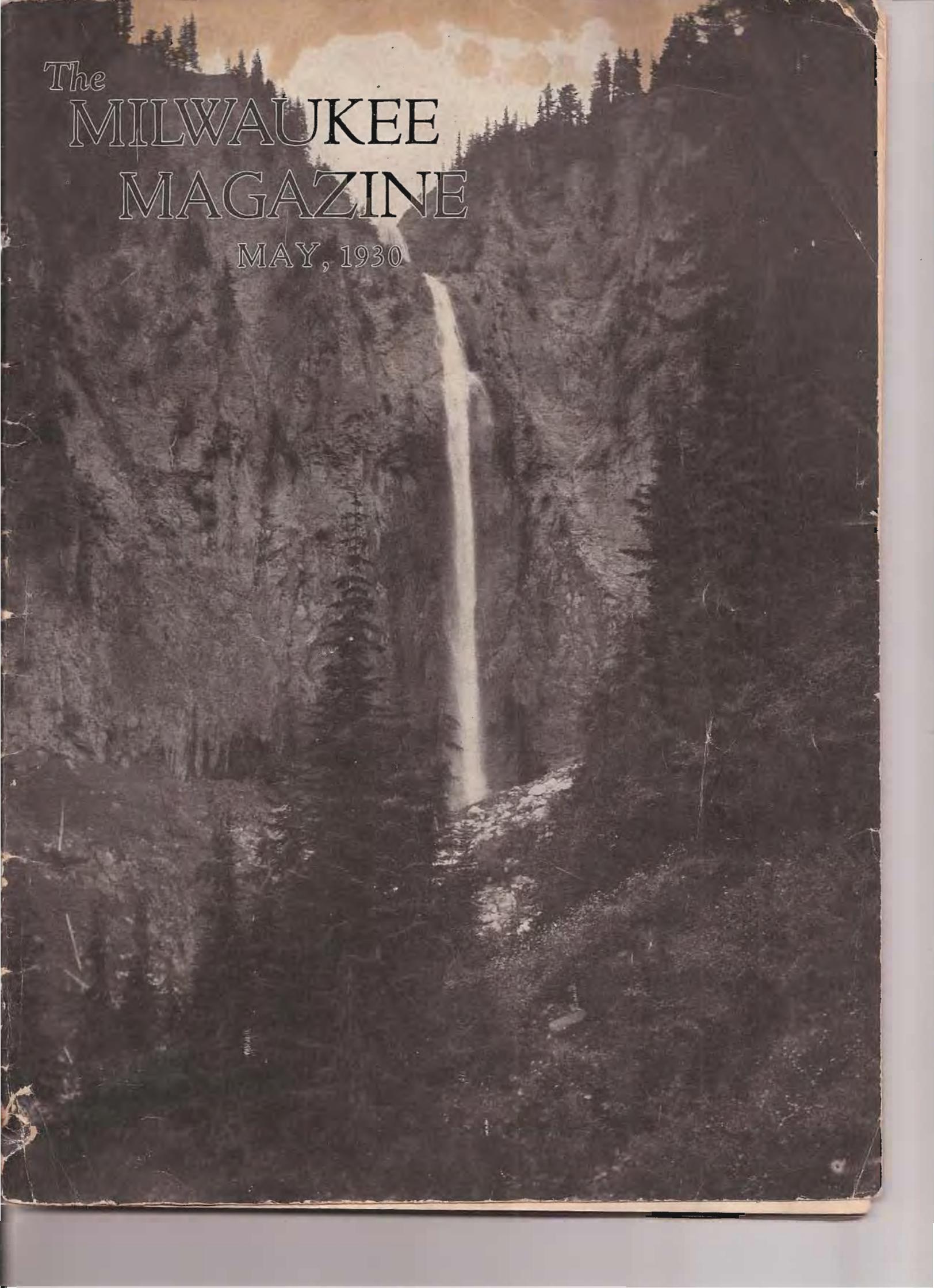


The
MILWAUKEE
MAGAZINE

MAY, 1930



PACEMAKERS *of* PROSPERITY

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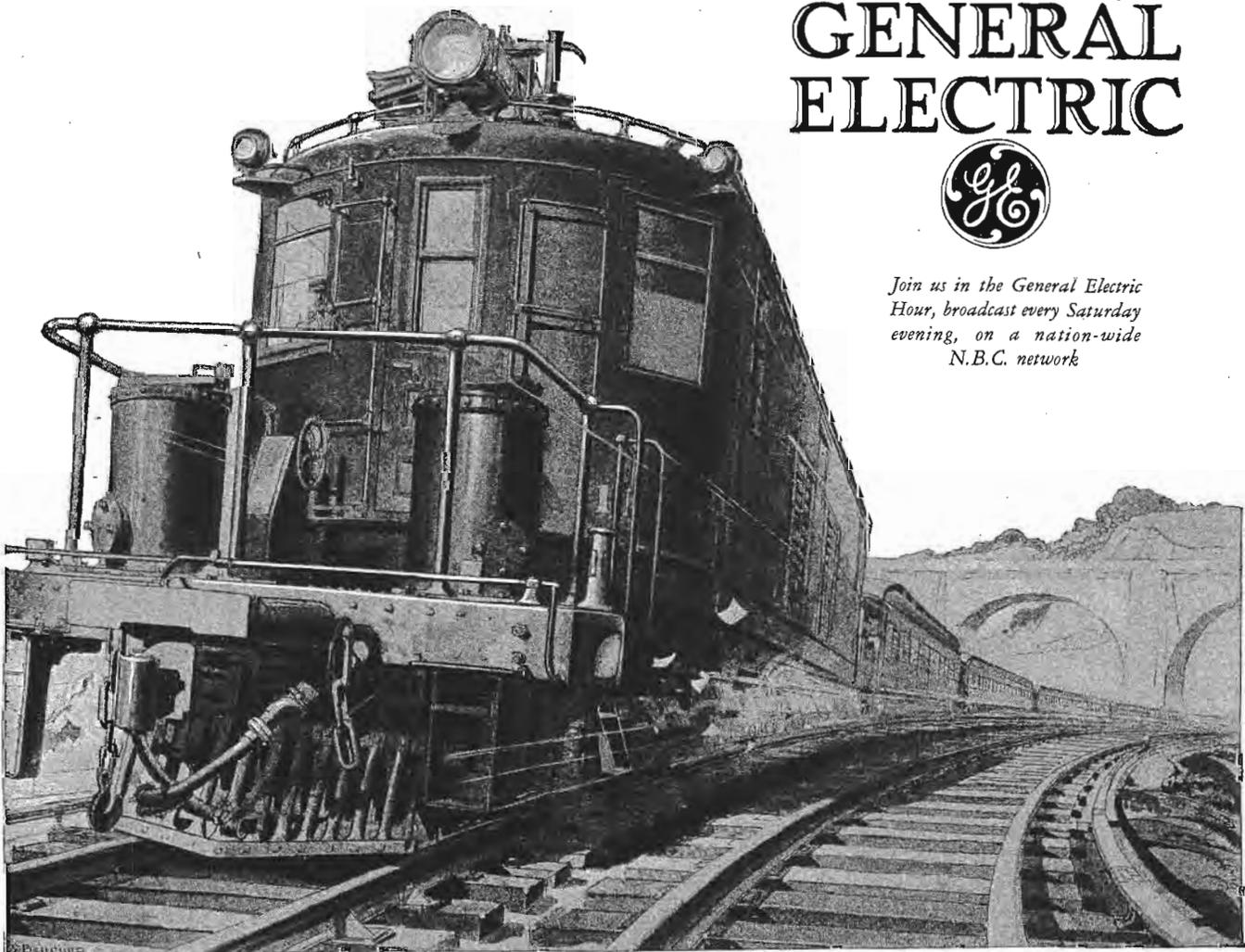
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In Two Months

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You may be interested to know that I am now Radio Service Manager for the H. N. Knight Supply Co. who are distributors for Eveready Radio Receivers in the State of Oklahoma, and Texas Panhandle, with an increase in salary of about 33 1-3%, since I enrolled with your school.

Thanking you for your interest you have shown in me, and your wonderful course, I am, EARL P. GORDON, 618 East 6th St., Oklahoma City, Okla.



Makes \$25 a Day

Haven't forgotten you. How could I when I make as high as \$25.00 per day and have made \$600.00 in two months from Radio work. That's not so bad when I'm only 19 and in a small town. I just looked over the catalog you sent me before I enrolled, and you did about all you said you would and about as much more.—FLOYD KNISLEY, R. F. D. 2, Box 91, St. Joo, Ind.

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CHICAGO



THE MILWAUKEE MAGAZINE

Volume XVIII

May, 1930

No. 2



Great Falls, Montana

Compiled by H. H. Heath, Local Agent, and Reyn Leedom, Secretary, Chamber of Commerce
Photos by E. L. Parker, O. S. D. Clerk, Great Falls

LOCATED on the Missouri River, midway between Yellowstone and Glacier National Parks, with direct rail transportation facilities in every direction, the traveler finds at Great Falls a modern city.

Great Falls is a city of 40,000 people located in an area of eight square miles, covering 5,218 acres, at a point where the Sun River empties into the Missouri. Its assessed property valuation is set at more than \$78,000,000.00 for 1929.

Great Falls is served by the Milwaukee and Great Northern Railroads, furnishing adequate and efficient transportation for the city's products. The "Milwaukee" built into this territory during 1913, from Harlowton through to Agawam, Mont., sixty-six miles west, and cuts through a territory rich in live stock and agricultural possibilities, some of the best wheat crops in the state being raised within twenty miles of Great Falls during the last three years; thousands of acres yielding from thirty-five to fifty bushels per acre during these seasons.

Fresh air, plenty of sunshine, good drinking water, ideal evenings for sleep, complete and modern sewage facilities, with an altitude of 3,330 feet, make Great Falls a healthy community.

Great Falls is a city of beautiful homes, well-kept lawns and yards. What better recommendation could be offered than just that—where people take great pride in keeping their city an attractive and clean place in which to live?

Plentiful and cheap electric power and low price coal, mined within sixteen miles of Great Falls, oil development in the Kevin-Sunburst (eighty miles north) and Pondera and Bannatyne Fields (seventy miles west) and splendid transportation facilities, have combined to make Great Falls an important industrial center. Here copper and zinc refining is done on a large scale, and copper wire is made. It is headquarters for oil concerns drilling in various parts of Montana, central point for great wheat elevators and flour milling organizations and division point of the Milwaukee and Great Northern Railroads.

A large percentage of the people in Great Falls own their own homes.

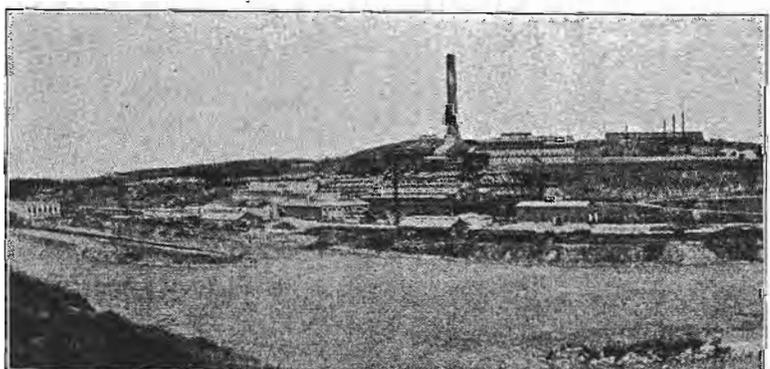
Much can be said about Great Falls and its possibilities for development. Its founder, Senator Paris Gibson, saw to it that it was planned right; its shady, well-kept streets and boulevards are parallel and its avenues cross them at right angles.



Rainbow Hotel, Great Falls



Park Hotel, Great Falls



Smelter Works, Anaconda Copper Mining Company

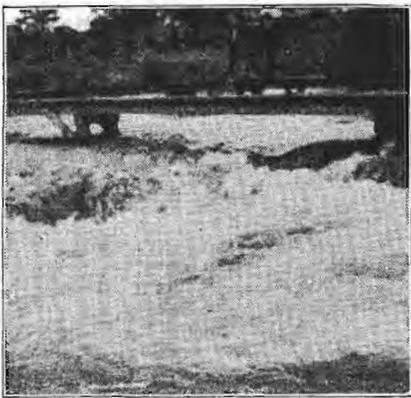
The seventeen public parks with children's playgrounds comprise 672 acres, which is more park acreage per person than any city of its size in the United States. An abundance of power permits a lighting system which is unexcelled. The beautiful homes and substantial business blocks make an ideal setting for a city so excellently planned.

Large and strictly modern hotels, beautiful country club with an ideal eighteen hole golf course, two public golf courses, modern apartments, many points of interest and recreational places, give Great Falls an advantage to entertain thousands of visitors each year, not only for conventions but in caring for the heavy traffic between Yellowstone and Glacier National Parks.

Places of Interest

Giant Springs

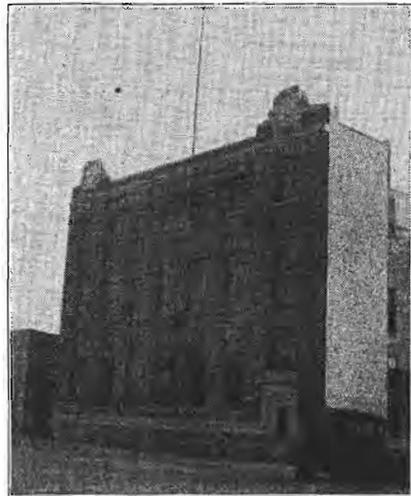
One of the largest fresh water springs in the world; has a daily flow of 388,800,000 gallons of pure water every twenty-four hours. Its sparkling water is fifty-two degrees uniform temperature the year around. A modern state fish hatchery is located near by, and industrial plants make use of the water that does not flow into the Missouri River. Giant Springs was discovered by the Lewis and Clark expedition, whose party made camp at that point during their sojourn in this vicinity.



Giant Springs, Near Great Falls

Gibson Park

The largest of the seventeen public parks in Great Falls. Its excellent children's playgrounds, fine lake where wild fowl and swan live, help make it attractive. Visitors enjoy seeing the deer and antelope and moose, which are penned in another part of the park. Weekly band concerts bring many thousands of local people to the park annually. It is located within a five-minute walk from the business district.



Northern Montana Creamery

Copper Wire Mill and Electrolytic Zinc Plant

These are owned by the Anaconda Copper Mining Company. The wire mill, the only one of its kind west of the Mississippi River, and the zinc plant, the largest in the world, are of unusual interest to many visitors annually.

Northern Creamery Company

The Northern Creamery Company on the rails of the "Milwaukee" here, handles butter, eggs, cheese and dressed poultry and is one of the heaviest shippers of these commodities in the West. They are, at the present time, furnishing their butter to the dining cars of this line, for the famous "Rector" service of the Olympian and Columbian on the main lines. Their "Meadow Maid" brand of butter is used extensively from New York to Los Angeles, it leaving here in carloads for these points.



Chevrolet Motor Company Agency



New High School



International Harvester Company Agency

They have sponsored the raising of turkeys in this territory during the last few seasons and have handled a large number of carloads of dressed birds to New York and other points. This has been the means of bringing a fine revenue to the ranchers here and has been practically a new industry for the ranchers.

Great Falls Meat Company

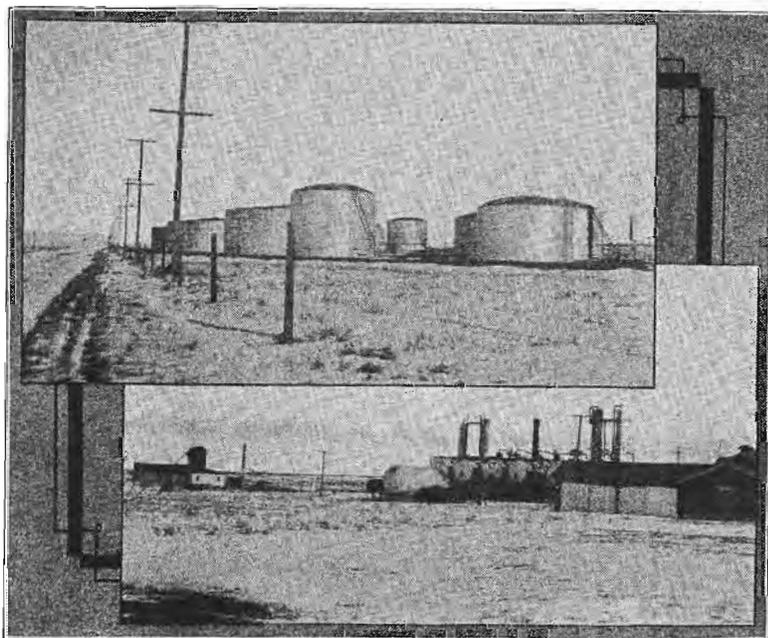
The Great Falls Meat Company, also located on our tracks, handles large numbers of hogs from Dakota points, as well as local hogs and cattle purchased of the stockmen in this territory. They have grown in the last few years, from a small local plant to one of the largest and most modern packing plants in the West; their "Rainbow" brand of hams and bacon being well and favorably known over a large territory for its excellent flavor. It is mainly through their efforts and the convenient market furnished here, that the ranchers in this territory have started raising hogs, in conjunction with their other crops.

Flour Milling

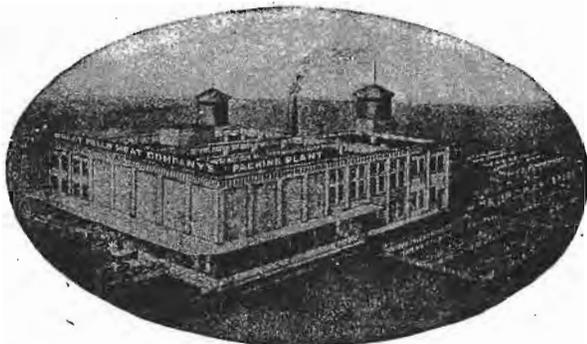
The Montana Flour Milling Company and Royal Milling Company have at Great Falls two of the largest flour mills in the state of Montana having a daily capacity of more than 5,000 barrels. These two mills have grain storage in connection with the mills of 2,050,000 bushels. In addition to the storage at Great Falls the mills operate country elevators in the near vicinity of another quarter of million bushel capacity.

Other Industries

Sunburst Oil Refinery, Rainbow Oil Refinery, Great Falls Iron Works, Great Falls Woodworking plant. The following nationally known concerns operate branch distributing plants at Great Falls: International Harvester Company, Massey-Harris Co., Motive Power Equipment Co., Oliver Farm Implement Co., Minneapolis Moline Implement and Machinery Co., Advance Rumely Co., Swift & Co., Armour & Co., Marshall-Wells Co., Stone Ordean Wells Co., Gamble, Robinson Co., Nash Finch Co.



Sunburst Oil Refinery



Great Falls Meat Company Plant

Power Plants

Three large power plants operated by the Montana Power Company, furnish heat, light and power not only for the city of Great Falls, her street railway system and municipal operations, but also for the large smelters and mines at Anaconda and Butte, seventy cities and towns in the state, and the Milwaukee Road, to handle their heavy trains over the Rocky Mountains on their main line. Volta Power Plant is the second largest of its kind west of the Mississippi River. A fourth plant was constructed in 1929, at a cost of approximately four million dollars, two of the largest of these, furnishing 160,000 horsepower.

Gas

Great Falls is amply supplied with natural gas from the Kevin-Sunburst field, approximately eighty miles north of Great Falls, and is distributed by the Great Falls Gas Company.

Sun River Country

Seventy miles west of Great Falls, is the Sun River Valley, known as the big game and fish country. In this section there are elk, second largest herd in the United States, black and white-tail deer, black, brown and grizzly bears and mountain lion for the big game hunter. Ruffed and blue grouse and ducks for feathered game shooting. Moose, Rocky Mountain goat and Big Horn sheep for the camera hunter. Here excellent fishing is found—the trout family predominates; the beautiful eastern brook, the black spotted native or cut-throat, the fighting Rainbow and the great Dolly Varden or bull trout.

Fishing Streams

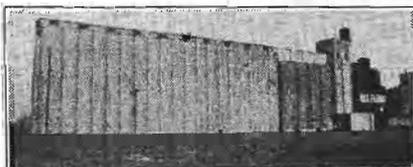
There are 1,400 miles of fishing streams in the vicinity of Great Falls, where trout species habitate; whitefish, grayling, pike and ling also swim in the streams in this vicinity. The better known fishing streams are Tenderfoot, Logging, Sheep, Rock, Hound, Belt, Highwood, Deep and Willow Creeks, and Smith, Sun and Missouri Rivers.

At the present time there is under construction and nearly completed, a new high school which will cost when ready this fall, approximately \$1,000,000.00. To serve the construction of this building, we constructed one-half mile of temporary trackage to the grounds.

Great Falls has two of the best air ports between the Twin Cities and the Coast. The Earl Vance Co. owning and

operating the original port north of the city, and the new city air port west of the city, which the air mail planes are now using. This is an ideally located port, with an immense hangar recently constructed, supplied with water and electric lights and power. The planes of the recent Winter Test Flight of the government planes from Selfridge Field to Spokane, used this port while here, the men in charge of the test expressing themselves as being exceedingly well pleased with its completeness and modern convenience.

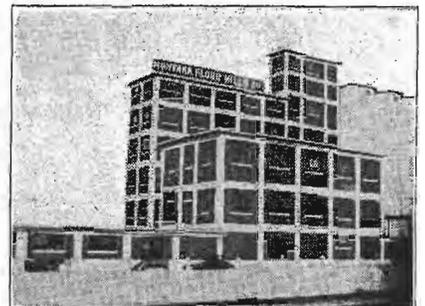
At the newly acquired County Fair grounds west of the Missouri River, is yearly staged the finest and most complete rodeo in the West. This is usually handled in conjunction with the regular Fourth of July celebration and is at-



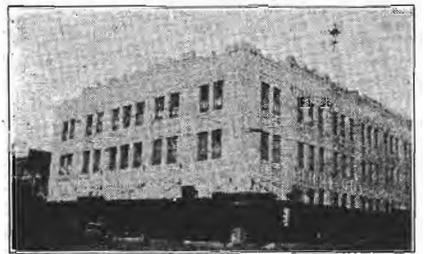
Royal Milling Company Elevators



New Deaconess Hospital



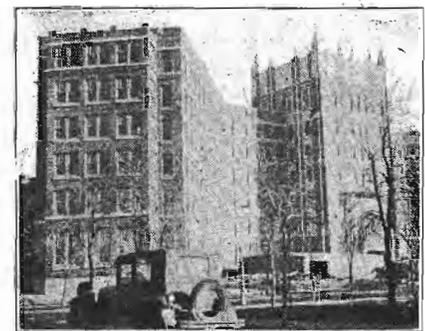
Montana Flour Mills



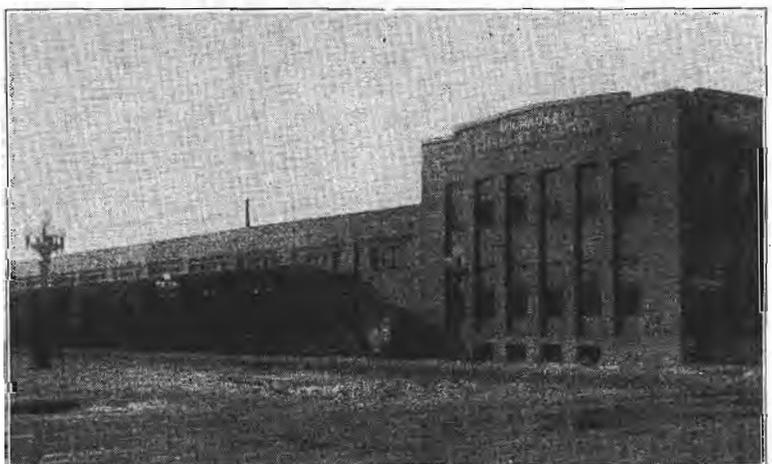
Paris Dry Goods Company Store

tended by immense crowds from all parts of the country.

The interests of Great Falls are being served at the present time by a Chamber of Commerce organization that is noted for being alive and wide awake to the interests of the city and surrounding country and the secretary, Mr. Reyn Leedom, invites all travelers and visitors to make that office their headquarters while in the city and will gladly furnish any information as to points of interest, road conditions and other items that they may desire.



New Columbus Hospital



C. M. St. P. & P. Freight Station, Great Falls

ACCIDENT SAFETY FIRST PREVENTION

Start Safety First Practice Early

Gordon J. Whitenack

Carman Helper, Channing, Michigan

HERE we are in what might be called a truly mechanical age. Almost everything is done partially and in some cases wholly by machinery, operated by men. We do not know how many years have gone before us in the development of the human race, but we are certain that there must have been a great many. And now we think that we are at a truly high point in our development; but think for a minute, are we, really? What are we gathered here for tonight? I believe that we will all agree that it is for the purpose of safety; but safety against what? Ah! there is where the catch is in our wonderful civilization. We seem to have developed to such an extent that we have to protect ourselves against ourselves.

We think that we are of a much higher order than any of the animals; but have you ever seen an animal getting caught in a trap of his own making? True enough, man can catch an animal by constructing a trap out of a few boards and nails; but he must put some kind of bait into it before the animal will ever enter. We see from this that an animal must practice Safety First much better than a man, because many is the man who has stepped on only one board, thrown carelessly on the ground by another man or even himself, perhaps, with only one nail in it, and absolutely no bait to attract the man to it except his own carelessness.

We might also compare the homes of man and those of animals. Why don't we live out in the open as much as animals do? The answer is obvious, we think we are safer from the elements and other dangers of life by living in houses. How many of us have ever discovered ourselves standing under large icicles that might be precariously clinging to the roof of one of our dwellings? Is this a part of the safety we gain from living in houses?

Perhaps you are all beginning to believe that I would advise that we live as the animals do for safety's sake, but nothing is farther removed from my mind than this, for I realize that would indeed be hazardous. What I have said before is merely a comparison to bring home to us the fact that in reality we are not practicing Safety First. The cause for this, I believe, goes back to our childhood. If, when we were boys, we were taught to practice Safety First it would grow right up with us and by the time we were prepared to accept our first employment, Safety First would be a part of our life. I can say this from my own experience, due to the fact that I have been and still am connected with the Boy Scout organization. Although I have only been with them as a leader for a comparatively short time, I have already seen accidents where these boys could have taken hold much better than grown up men did who were present at the time. This in itself

is very important, but still more important than this is the prevention of accidents and if you will look up the record of large scout camps or for that matter any scout camp, you will see that the accidents are few and far between.

We are beginning to realize the condition of our safety problem and although we are all striving to our utmost to correct it, we still seem to have an occasional accident. Think it over, men, and see if you do not come to the conclusion that the best way to conquer the safety problem is by starting in a man's youth.

I thank you.

He Solicits Hearty Co-operation



R. H. Vandenburg

men are employed in the rebuilding of cars and locomotives.

Mr. Vandenburg entered the service of The Milwaukee Road as a laborer in the roundhouse at Montevideo, Minnesota, in 1900, being employed in that capacity until June, 1901, when he became a fireman on the H. & D. Division. On September 29, 1906, he was promoted to locomotive engineer and served in that capacity until December 1, 1926, when he was transferred to the Safety Department as an inspector. He has had more than three years' experience in accident prevention work while actually engaged in his duties as safety inspector. However, prior to his last appointment he was always known as an advocate of the Safety First movement. He feels that the success of this movement depends entirely upon the sincerity of the employees in it and the interest they display in carrying out their work in accordance with the safety rules and special instructions. He calls attention to the fact that while records for the past two years show that there has been some improvement in accident prevention work, yet he feels that with constant effort and education a far greater reduction can be brought about. In carrying out the program of education among the men, he makes it a point to teach the young or new employees that safety must be of first consideration in the discharge of duty and he also gives considerable attention to the older men in the ranks in an effort to correct the bad practices which they learned in their earlier days of railroading.

Mr. Vandenburg says, "Safety rules, like laws, are useless unless we abide by them and the most important thing in accident prevention is to guard against and prevent an injury before it occurs. All employees must put their shoulders to the wheel so that the results expected can be accomplished. It can be done."

He earnestly solicits the hearty co-operation of all the employees in his territory.

What the Safety First Field Covers

A. A. Seeman

Dispatcher, Channing, Mich.

WHEN I was asked to give a short talk at this meeting an incident that recently occurred came to mind: while in a garage at Iron Mountain I noticed the mechanic's helper, a lad of about 17 years of age, trying to remove a rusted lug nut with an 8-inch crescent wrench. Perhaps some of you know how easily a small crescent wrench will slip, thereby causing skinned knuckles. I do know.

With this in mind I went over to him and said, "Don't you think a socket wrench would be safer?" He looked up at me and said, "What do you know about it?"

That was a snappy comeback all right and it made me wonder what I really did know about Safety First, and what it was all about. I wondered what I could say about it that had not already been said, and the more I thought about it, the more I realized how large a field those two words really covered. The multitude of things and details that could be talked about, all coming under the heading of Safety First.

At first I feared I would have difficulty in finding enough material for a short talk, but since finding the field so unlimited, it led me to confusion as to what I should touch upon.

Did Safety First just mean: Don't get hurt; don't walk in front of a moving engine; don't crawl under the moving cars; don't use a lighted match to see if the gas tank is full and a lot of other don'ts.

I no longer wondered why the management is trying so hard to put over the big idea of: Above everything else—Safety First. Why we should think of the other fellow's safety as well as our own and when we are unanimous in that thought, then injuries will be eliminated.

To the train dispatcher Safety First means everything. His entire work is based upon it—must be. The safe movement of trains under his control is paramount to everything else. If an unsafe condition exists it is as much a hazard to his work as it is to yours. A dispatcher cannot tolerate an unsafe condition any more than you can.

The book of standard rules is chock-full of Safety First items. It starts right out on the first page under general notice with two items reading:

practice so he does not become injured. In most cases we have this machinery in shops that were never equipped for them. Hence, we have injuries, which are not entirely the carelessness of the workman, but conditions he must work under.

Every man is a safety unit; he must be to stay on two feet at this present machinery age with everything keyed to the highest pitch.

We hold our Safety First meetings at regular intervals and we must report unsafe conditions which exist. With this co-operation I believe that we can come to better safety records by applying this in our daily work.



Section Foreman Wm. Gebhart, Northern Montana Division

Ten Little Carmen

By M. A. Seivert, Asst. Car Foreman, Tacoma, Wash.

TEN little carmen
Working overtime,
One used a B. O. jack—
That left nine.

Nine little carmen
To their work were late,
One went under the cars—
That left eight.

Eight little carmen
Work track eleven,
Closely believing in Safety First.

Think, Preach and Practice Safety

W. J. Kane, Chief Clerk, River and I. and M. Division, Minneapolis

FELLOW EMPLOYEES:

You all know Mr. Gillick, and I know there is not one of you who would not exert every effort to carry out his wishes. In the January Magazine you read his message on Safety, in which he indicated what he hoped to accomplish. You and I know, as employees of this great railroad, that this goal cannot be attained without the support and assistance of each one of us. Mr. Flanigan has told us that the records made by some of the other railroads have been achieved by a program of severe discipline. He has also advised us that Mr. Gillick has the utmost faith in the employees of this railroad, and knows that the safety record which we must produce will be made without the necessity of putting such a program into effect. He has convinced our President Mr. H. A. Scandrett that this can be done. Are we going to be worthy of that faith or are we going to force him to take alternative measures? I, for one, am going to do what I can to prove that that faith is justified AND I hope all the employees

on the railroad have joined in the same resolution.

During the year 1929 on the Milwaukee railroad there were 38 employees killed and 1,297 sustained a reportable injury. Of those injured some died as a result of the injuries and some were maimed or disabled for life and unable to carry on their work with the railroad. How many of us can say that the reason we were not numbered among those killed or injured was because we were thinking and practicing safety. How many of us will have to acknowledge that it is simply through our good fortune and not through our efforts that we were not killed? How many of us can say that during our career as railroad men we were not in some way responsible for an injury to a fellow employe, not knowingly, but through some bad example we set, or through our failure to call some other employe's attention to the unsafe method he was using or bad example he was setting? How many of us have not had a narrow escape from death or serious injury through our own carelessness or the carelessness of another employe?

I wonder if any of you knew any of the employees who were killed or who sustained a reportable injury last year. If you did, you doubtless know what effect it had on his wife and children. I have before me a poster entitled "The Call of Safety." Perhaps many of you have read it. It shows a little child talking on the telephone, saying "Hello, Daddy! I'm waiting for you." How many wives and children have waited in vain, and had their happiness blighted and their entire career in life altered because their husband and father or some other employe failed to practice safety and deprived them of their "Breadwinner"! How many of us want to be responsible for such a condition? Our families are depending upon us for their livelihood, education and happiness. Let us be able to return home to them without having been the victim of an accident. Let us think, preach and practice safety.

A Warning

A MAN named Jimmy Taylor,
Is a switchman in the yard.
Young Jimmy is a nailer
And he's really working hard.
There's switchmen here a-plenty,
Who would like to be like Jim.
There's not a man in twenty,
But admires and envies him.

Yet Jimmy's not a good man,
He doesn't know the game,
For the things of most importance,
Are the points where Jimmy's lame;
Because he's breaking safety rules
He has no right to break,
And Jimmy's taking chances,
That no man ought to take.

For Jimmy mounts the footboard
From the center of the track,
And Jimmy jumps across in front
To line the switches back;
And Jim adjusts the couplers,
While the cut is on the run.
He turns the trick, and does it quick
To show us how it's done.

He's been to safety meetings,
And he's heard officials say,
The Company forbids its men,
To work in such a way.
They have pointed out the hazards,

They have warned and begged him too,
But Jim is still persisting
In the things he shouldn't do.

Jim has a wife and kiddies
Sonny Boy and Baby Sue,
And Jim's a kindly father,
And a good provider too.
The home is warm and happy,
Though he has a lot to pay;
But Jim is young and snappy,
And he's working every day.

Some day he's going to stumble,
It only takes a miss.
A slip and then a tumble,
And things will go like this:
A siren whistle sounding,
Along the switching track,
The first aid men come bounding,
And carry Jimmy back.

We'll hear a motor humming,
The sounding of a gong,
The ambulance is coming,
We know it won't be long.
A mad dash for the city,
Attendants dressed in white;
They all look on in pity;
It is a gruesome sight.

A funeral down at Taylor's,
There's flowers there galore,
And Jimmy Taylor's casket
Stands by the open door;
And Baby Sue looks sadly,
All in her dainty dress.
In spite of tears—throughout the years,
She'll have to do with less.

The tale is sad and gory,
And Taylor isn't real.
It's just a little story,
To tell you how we feel.
So never mind poor Jimmy,
You need not pity him,
Just think of you and what you do
For maybe you are Jim.

—Paul Russell.

Progress

Paper Submitted by Carman at Car Department Safety First Meeting at Miles City, Montana

WE belong to industry. What does this mean?

As I grasp it, it means to be "industrious or diligent." In the second sense, it means any of those productive employments or occupations in which large numbers of persons are employed. In its scope it embraces all classes and kinds of humanity, depending largely at the outset upon the kind of management any particular industry may possess and the skill, education and requirements of that particular industry.

Youth is favored, and what is my view of youth? I observe, in this great country of ours, a young person possessing physical strength and apt in learning, agile, full of pep and beautiful in his or her perfection of quality and form. Being ambitious, he or she seeks employment and industry accepts them with millions of others.

In a few short passing years, we check up on these countless numbers of our youth and what discovery do we make? Many do not respond to the roll call, and, of those who do, we observe that they have all become aged, demure and homely; some maimed and many bent and broken in body and spirit, are mute evidence of the sufferings they have un-

dergone while engaged in the duties of their employment. Those who were maimed were good men, but they are no longer beautiful to behold; and warm sympathy and a cold lunch or none at all, is not very satisfactory, even to the most cheerful of dispositions. And then, we come to those who entered the Great Beyond unexpectedly, and, possibly without the least fault of their own. What of them? Think of it, fellows, sprightly youth, middle age and those whose lives were still of great value to them and their loved ones, GONE. This has been known as the toll of industry, but that toll can be greatly reduced by our united efforts.

In the old days, industry did not value the lives of their employes highly and their sufferings and disabilities concerned them much less. Their par value was about the same as that of an ox, a horse, a scraper or a wagon. When one was put out of commission for any reason, another purchase was made. If it happened to be some sort of a human that was affected and he sought bread, he was usually given a stone, as of old. Force was the power at that time and dominated all industries. In this great Christian country of ours, the old God Moloch reigned. The dollar was greater than human life or human suffering.

Those days are rapidly passing for reasons well known to many of us. So we ask, has there been progress? The response can only be: Yes.

As Old Man Force was passing into his dotage, Industry employed a youth to take his place. We will name him Safety First. He is far more beautiful, possessed of far greater strength, agility, vision, wisdom and honesty of purpose than the one ruled entirely by the old heathen god. Shall we heartily accept this youth as a co-worker and as a leader to better conditions or remain where we have been in the past? It is my judgment that we should adopt and do all in our power to sustain, educate and develop him.

Force failed of satisfactory results as force must and always will ultimately, fail. Small monetary damages for loss of life or injury did not alone furnish and afford the remedy. Industry had other difficulties to contend with; possibly the financial proved to be the least, although that is always important to management. Death and injuries meant to them the loss of the services of skilled men, whose positions were sometimes, at least, difficult to promptly fill, interruption of work, broken forces, awakening public sentiment and many other undesirable conditions that man-made laws and courts could not entirely remedy. Then, from some more wise, thoughtful, considerate and humane mind emanated the idea of adopting a plan of safety and of educating the employes along that line and doing away with the old order of things. This is a wonderful and progressive change and one we should go along with to the limit.

Now, just what does the word Safety imply? As I grasp it, it means "the quality or state of being free from injury, damage or hurt," or, "the quality or state of being free from liability to danger or injury." One is just as important as the other. It is the opposite of "Carelessness," "Neglectfulness," "Heedlessness" and "Indolence." The

word, "First" as I would apply it here, means that we should, before undertaking the performance of any task, consider the element of danger connected therewith. All of our work is hazardous, therefore, we should at all times bear the words, "Safety First" in mind.

Now, what is "Cooperation?" I find it to be, "The act of laboring together with others for a common end," or "concurrency in producing the same effect or in promoting the common advantage."

Possibly, you may wonder at my mentioning this word. I will explain by way of reply that I find the two terms so interrelated that I can see no hope for the success of the "Safety First" movement, unless the wholesome spirit of "Cooperation" permeates us all, from the highest officials to the least of the laborers.

The management and officials of this great railroad, of which we are employes, are going a long distance with us in the advancement of "Safety First" and it is up to us to respond in kind. Not only to meet them half way or in a half-hearted way, but as men who are capable of doing our part at all times and in a manner that will meet their entire approval and command their wholesome respect. They are expending a considerable amount of effort and money in their attempts to educate us along this line. They realize that it is good business for all concerned. Are we going to shirk and fail to cooperate with them? I do not believe so.

The great burdens of life lie directly upon the shoulders of Labor. They must bear them as they always have borne them, but education along the lines of Safety First will greatly alleviate their troubles and conditions.

In conclusion, I wish to claim Safety First as the goal of labor. We should claim it as our very own and by our undivided efforts, we can acquire it. We are the ones who suffer if it fails, and there is and will be plenty of opportunity for rejoicing by all, if we succeed. It means the closest and most intensive cooperation with the management, but we will strive to be able to accomplish our purpose in perfect harmony with their expressed desires.

Be on the Safe Side

- S** Is for Safety.
Be on the safe side.
Let care be your motto
And caution your guide.
- A** Is for Accidents.
Let's keep them away.
And you'll go home happy
At the end of the day.
- F** Is for Foolish
For foolish is he.
Who thinks not of safety
When safe he can be.
- E** Is for Ears
As well as for Eyes.
Use both for safety
And you will be wise.
- T** Is for Trouble
Which carelessness brings.
When you are careful
Danger takes wings.
- Y** Is for Young Folks.
Who sometimes forget.
So always be careful
And have naught to regret.

R. J. BATEMAN,
House No. 2,
Union Street, Chicago.

ENTION

Mr. Vandenburg says, "Safety rules, like laws, are useless unless we abide by them and the most important thing in accident prevention is to guard against and prevent an injury before it occurs. All employes must put their shoulders to the wheel so that the results expected can be accomplished. It can be done."

He earnestly solicits the hearty cooperation of all the employes in his territory.

What the Safety First Field Covers

A. A. Seeman

Dispatcher, Channing, Mich.

WHEN I was asked to give a short talk at this meeting an incident that recently occurred came to mind: while in a garage at Iron Mountain I noticed the mechanic's helper, a lad of about 17 years of age, trying to remove a rusted lug nut with an 8-inch crescent wrench. Perhaps some of you know how easily a small crescent wrench will slip, thereby causing skinned knuckles. I do know.

With this in mind I went over to him and said, "Don't you think a socket wrench would be safer?" He looked up at me and said, "What do you know about it?"

That was a snappy comeback all right and it made me wonder what I really did know about Safety First, and what it was all about. I wondered what I could say about it that had not already been said, and the more I thought about it, the more I realized how large a field those two words really covered. The multitude

Safety First Nothing New

Paper Prepared and Read by Irving L. Hasler, Machinist, S. C. & D. Division

SAFETY FIRST isn't anything new, it is something that we have in our inner self. From the cave man to the present time, mankind has worked with Safety in mind at all times. The cave man lived in the cave so as to protect himself from atmospheric conditions, also to protect himself from the wild beasts of the field.

We of today are protecting ourselves from conditions of the present times. When we leave our homes we lock our doors so as to protect our personal belongings from those who may desire to take them.

Since man takes these precautions to protect his property, why shouldn't we build safe conditions in our shop so as to protect ourself from injury of body?

The speed of today has brought about hazards which were not so dominant yesteryear. Our fast pleasure cars, our fast railroad trains have brought to us accidents which are becoming more common every day. One reads in the daily paper where an automobile and a train disputed the right of way only to know that it was a loss of life and injured bodies, as a settlement for not playing safe.

In our shops we have high-speed machinery which has increased by leaps and bounds. We have our production men, who have forced upon the workman high-speed work. He must at all times be alert to combat the unsafe

practice so he does not become injured. In most cases we have this machinery in shops that were never equipped for them. Hence, we have injuries, which are not entirely the carelessness of the workman, but conditions he must work under.

Every man is a safety unit; he must be to stay on two feet at this present machinery age with everything keyed to the highest pitch.

We hold our Safety First meetings at regular intervals and we must report unsafe conditions which exist. With this co-operation I believe that we can come to better safety records by applying this in our daily work.



Section Foreman Wm. Gebhart, Northern Montana Division

Ten Little Carmen

By M. A. Seivert, Asst. Car Foreman, Tacoma, Wash.

- TEN little carmen
Working overtime,
One used a B. O. jack—
That left nine.
- Nine little carmen
To their work were late,
One went under the cars—
That left eight.
- Eight little carmen
Work track eleven,
Someone dropped a hammer—
That left seven.
- Seven little carmen,
Rule twenty-six,
One didn't put up his flag—
That left six.
- Six little carmen,
Electric wire alive,
One grabbed hold of it—
That left five.
- Five little carmen
Hanging side door,
One didn't do his share—
That left four.
- Four little carmen
Out on a spree,
One couldn't work—
That left three.
- Three little carmen,
One a burner new,
Burned on a gas tank—
That left two.
- Two little carmen
Trying to have fun
Playing with a Rivet Gun—
That left one.
- One little carman,
Tank car dome,
Lit a little match—
And never went home.

Safety Records

THE roundhouse force at St. Paul, totaling 157 men, under Foreman Brossard has not had a reportable or lost time injury since May 5, 1929. The last injury was a lesson to the men and they have since been taking a great deal of interest in the safety movement.

Chief Carpenter V. E. Engman, with an average of 66 men and a maximum of 75 men, has not had a reportable or lost time injury since February 16, 1929. This is a very nice record, and Mr. Engman expects to go through the year 1930 without an injury.

The following list shows the section foremen in the Twin City Terminals who have been making some nice records in the accident prevention work. While they did not have a very large number of men under them, nevertheless their record is a good one considering the hazards involved in terminal track work.

| Section Foremen | Date of Last Injury | Average Number of Men Worked |
|-----------------|---------------------|------------------------------|
| Herbert Golden | March 22, 1927 | 7 |
| Andrew Silseth | March 22, 1927 | 5 |
| Louis Vereide | October 2, 1928 | 7 |
| John Olson | June 8, 1928 | 6 |

The Store Department forces on the Kansas City Division under Division Storekeeper George C. Sheridan, have completed 139,920 man hours without a reportable or lost time injury. This includes the combined forces of Ottumwa and Coburg stores, having unloaded 3,232 cars and loaded 2,109 cars during this period, which aggregates 213,640 tons of material for store stock. A very nice record.

The following divisions completed the entire month of February, 1930, without a reportable injury.

- Chicago & Milwaukee
- Wisconsin Valley
- Hastings & Dakota
- Northern Montana
- Rocky Mountain
- Idaho
- Olympic
- La Crosse
- Twin City Terminals

The following summary shows briefly just what was accomplished in the way of a reduction in personal injuries for the month of February, 1930, compared with February, 1929, as well as the two-month period for both years:

| | February, 1930 | | | February, 1929 | | | Decrease | | |
|------------|----------------|------------|-----------|----------------|------------|-----------|----------|------------|-----------|
| | Fatal | Reportable | Lost Time | Fatal | Reportable | Lost Time | Fatal | Reportable | Lost Time |
| Lines East | 1 | 35 | 19 | 1 | 144 | 57 | .. | 109 | 38 |
| Lines West | 2 | 5 | 3 | 1 | 20 | 14 | *1 | 15 | 11 |
| System | 3 | 40 | 22 | 2 | 164 | 71 | *1 | 124 | 49 |

A decrease of 74 per cent in reportable cases.

| | Two Months, 1930 | | | Two Months, 1929 | | | Decrease | | |
|------------|------------------|------------|-----------|------------------|------------|-----------|----------|------------|-----------|
| | Fatal | Reportable | Lost Time | Fatal | Reportable | Lost Time | Fatal | Reportable | Lost Time |
| Lines East | 5 | 88 | 43 | 4 | 318 | 100 | *1 | 230 | 57 |
| Lines West | 3 | 12 | 6 | 1 | 46 | 18 | *2 | 34 | 12 |
| System | 8 | 100 | 49 | 5 | 364 | 118 | *3 | 264 | 69 |

A decrease of 71 per cent in reportable cases.

*Increase

While it is gratifying to note the nice decrease that is being made in the number of injuries, yet each employe should feel concerned over the increase of three fatalities. A great deal has been said about being careful while working around moving equipment so as to avoid being struck, and each and every employe should seriously consider whether he is doing his work in a safe manner and be particularly cautious when out on the job so as to avoid injuries and fatalities. Think about safety at all times and let's make up our minds to stop these injuries, fatal or otherwise, and show a larger decrease in the remaining months of the year than we did in the month of February. Remember, it can be done.

The contest figures for the month of January, recently completed, show the following officers occupying first place having the lowest casualty rate in their respective groups:

| Name | Title | Division |
|------------------------------------|------------------------|--------------------------------|
| J. H. Valentine | Superintendent | Superior |
| C. L. Emerson | Master Mechanic | Chicago Terminals |
| F. D. Campbell | Asst. Supt., Car Dept. | Lines West |
| J. W. Blossingham | Trainmaster | Illinois |
| H. R. Abrahart | Asst. Master Mechanic | Chicago Terminals |
| (Classed as Traveling Engineer) | | |
| H. C. Blake | Division Engineer | Hastings & Dakota |
| G. A. Larson | Roadmaster | Milwaukee Terminals |
| T. E. McFadden | Chief Carpenter | Coast |
| W. G. Chipman | General Yardmaster | Illinois |
| F. M. McPherson | Agent | Chicago Terminals |
| F. S. Peck | District Storekeeper | Terre Haute, Chicago Terminals |
| J. F. McConahay | Signal Supervisor | Middle District |
| J. G. Wetherell | Assistant Engineer | Milwaukee Terminals |
| (Grade separation work, Milwaukee) | | |
| G. Lamberg | Loco. Shop Supt. | Twin City Terminals |
| L. B. Jenson | Car Shop Supt. | Milwaukee Terminals |
| J. J. Roe | Store Shop Supt. | Illinois |
| (Supt. Savanna Rail Mill) | | |

The supervisors should remember that there is always plenty of room at the top of the list and the employes should assist them in their efforts to occupy first place.

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Milwaukee Employees Pension Association Members Entered on Pension Roll, March, 1930

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

| Name | Occupation | Division or Department |
|--------------------|------------------------|------------------------|
| John J. Barker | Locomotive Engineer | Dubuque Division |
| Stow Brown | Flagman | La Crosse Division |
| Andy Cupp | Car Repairer | Kansas City Division |
| John F. Dooley | Locomotive Engineer | C. & M. Division |
| John A. Grimm | Carpenter | Dubuque Shops |
| James P. Hanson | Clerk and Warehouseman | Superior Division |
| William F. Johnson | Carman Helper | Iowa Division |
| John C. Keller | Machine Hand | Milwaukee Shops |
| Mort J. Meeker | Section Laborer | Kansas City Division |
| Albert G. Newton | Section Laborer | Kansas City Division |
| Eugene W. Newton | Yard Clerk | Twin City Terminal |
| Frank Purdy | Laborer | Store Department |
| Joseph Smith | Laborer | Minneapolis Shops |
| Abraham H. Stahley | Trucker | Kansas City Division |
| Charles A. Wood | Machinist | Milwaukee Shops |
| George E. Yager | Passenger Brakeman | C. & M. Division |

Mr. John J. Barker, locomotive engineer, Dubuque Division, and a member of the Board of Directors of the Milwaukee Employees Pension Association since its organization, at the annual meeting of the board held last March 15th, presented his resignation as a member of the board, which was reluctantly accepted, and Mr. William R. Barber, locomotive engineer, Iowa Division, was elected by the board to fill the unexpired term of Mr. Barker.

C. W. MITCHELL, Secretary-Treasurer.

Everyone a Business Getter

ATTENTION of the employees of our railroad is here called to the advantages to accrue to each, individually, as well as to the railroad, by each one constituting himself a "business getter." If our railroad has plenty of traffic, times are good and employment is at the peak—that we all know; and what we also know, but, perhaps, do not give sufficient consideration to, is that we can all help in keeping the wheels a rolling by doing our bit toward getting business. If we keep our eyes and ears tuned in always, we are sure to hear of people who are planning trips, of shipments that are to come or to go to or from our territories, and we can pass the tip along to the nearest traffic representative; to our local agent; send the word in to your nearest Magazine correspondent, who will take pleasure in getting the information across in the most effective way; or we can send the advice directly to the head of the Traffic Department.

Some of The Magazine correspondents have been grouping their advices of traffic tips and actual business secured, in their Division notes, and these are taken from the news items and added to Mr. Flood's column, "Those of Us Who DO." This is a nice recognition of the efforts of our employees to get business, no matter in what particular department they work. A switchman, a brakeman, a machinist, or whatever is the calling, he may find himself a business solicitor of the most effective quality, if he will set out to get business, even while he is engaged in his regular work. His efforts, moreover, will not be altogether altruistic, and he may not be altogether unselfish, for well he knows that a full pay check comes with full time and full time comes with lots of business.

The women employees, too, have many opportunities and many of them have demonstrated effectually, their business getting abilities. While we are passing through the "business depression" the best gesture we can make for our own interests as well as those of our company, is to neglect no opportunity to sell our railroad to every possible patron, freight and passenger, we may be able to hear of; and to keep our ears to the ground to hear all that is going on in traffic moving lanes.

Page Ten

Just by way of illustration, a few days ago, a young man who had been driving an oil truck in the middle west, while delivering a tank of oil, mentioned the fact that he would soon be on his way to the west coast. The lady, a wife of one of our operating department employees, asked him how he was going, and when he said by rail and mentioned a competing line, she asked him if he had ever thought about trying a ride on the electrically operated trains of The Milwaukee. She told him what she knew about the pleasures of such travel and the beauties of the country through which electrification extended; and when he left he went straight to the nearest Milwaukee ticket office and bought his ticket on The Olympian to Seattle. Every little helps, you know, and every opportunity made use of, would soon have full time and full pay checks. TRY IT.

After spending fifty-nine years in the engine service of our railroad, I know it was not an easy thing for you to make up your mind to retire. Still, it must be a great satisfaction to you to look back over these many years and realize the number of officers and employes that you have associated with, and to know that you had a friend in each of them. Few men can produce such a record.

I have always been glad to be counted as one of your friends and associates, and like the others, we shall miss you, but we will not forget you and all of us will hope that you may enjoy many more years of good health and happiness.

With kindest personal regards

Yours very truly,

(Signed) J. T. GILLICK.

Retires After Fifty-Nine Years in Company's Service

ENGINEER JOHN BARKER of Dubuque, Iowa, has bid farewell to the engine cab and the steel rails and expects to spend the evening of his days in pursuit of the quiet pleasures that are not related to the hazards of the engine service. That does not mean that "John" is going to forget his old friends of the railroad and that he will not always have the hearty hand and hail for his old associates, but after fifty-nine years of service, Mr. Barker has earned his retirement.

He has always been one of the tried and true of The Milwaukee's loyal family and the following letter written him by Vice-President Gillick will find echo in the hearts of Mr. Barker's host of friends:

March 16, 1930.

Dear John:

Your letter, March 6th, reached me at Seattle.

The M. C., I. & M. and McG. W. Veterans

THE 20th annual meeting of the Minnesota Central, I. & M. and McGregor Western Veteran Railroad Men's Association will be held at the West Hotel in Minneapolis on Thursday, June 12, 1930.

The same banquet room and all other accommodations that have been extended to us by Miss Helen Wood from year to year will be at our service.

Members to assemble at 11:30 A. M., dinner served at 12 o'clock prompt and the meeting will take place immediately after the repast is finished.

A cordial invitation is extended to all railroad men who were in service during the years 1865 to 1875. Come and bring your dear old wives and have a good old-time visit.

HENRY FURNEY, *President*
S. S. JOHNSTON, *Secretary*

The New Commissary and Laundry Building

L. M. Jones, Superintendent, Sleeping and Dining Cars

THE Milwaukee Railroad has just completed a new dining-car commissary and laundry building, located in their yards at California and Grand Avenues, Chicago, which has been designed for a faster, more efficient and more economical operation.

The building not only houses the main commissary and laundry but also the dining car department official and clerical staff and the dining and sleeping car auditing staff. The close-at-hand location of these departments to their working forces all tends to a speedier operation.

The structure is 48 feet and 8 inches wide by 161 feet long, with four stories and full basement of reinforced concrete fireproof construction, with brick exterior walls and tile partitions on the inside. The floors in the commissary and laundry sections of the building are plain surfaced concrete, while the floors in the offices, crew and locker rooms, corridors and public spaces are finished with mastic flooring. Steel sash has been used throughout excepting in the offices. An automatic freight elevator serves all floors.

Reserve Stock Storage

The basement provides storage spaces and rooms for the holding of reserve stocks. A large fruit and vegetable room will accommodate potatoes, apples, carrots and other vegetables of long keeping type. There is a room for the storage of smoked meats such as hams, bacon, tongue, etc. A smaller room has been included for the ripening of fruits such as melons, bananas and citrus fruits. This room has a floor of special type porous brick for the purpose of obtaining proper humidity. It is planned to use ethylene gas in this room to hasten the ripening of fruits, following the method recently discovered and developed by Professor R. B. Harvey of the University of Minnesota. All of these rooms are served by a ventilating system by means of which clean, fresh air is drawn from the outside, heated or chilled as may be required and distributed through an arrangement of underground ducts.

The storage cooler and freezer rooms are placed here also. These rooms are insulated with cork tile walls and ceilings, the floors consisting of concrete slabs poured on top of cord pads. The temperature of the freezer room is maintained at zero and that of the storage cooler rooms at 35 degrees. Access to these rooms is made through a vestibule of the same construction as the refrigerator rooms and wherein the temperature is also maintained at 35 degrees, the object of this vestibule being to prevent the inrush of warmer air each time the refrigerator doors are opened. By this arrangement the temperature in these rooms is maintained at an even degree which is a desirable factor in the storage of perishable goods.

The refrigerator machinery is housed in the basement, as well as an incinerator for the quick disposal of refuse. Charcoal is stored here in a special room with



L. M. Jones

storage space of almost 6,000 cubic feet, the room being so located that it is not necessary to enter the main building in fueling the cars. The mechanical equipment used for the heating of the building is located on this floor. The system is of the vacuum steam heating type with automatic controls. Steam is obtained through an exhaust steam line from the railroad company's power plant located in the same yard.

The rest of the basement is assigned to general and storage use.

The Commissary

The commissary occupies the entire first floor as well as the basement. At the front of the building facing the driveway that connects with California Avenue, is the receiving room for truck deliveries, the goods being unloaded directly into this room. A floor scale has been installed for checking weights of all materials received. On this floor are located the refrigerator rooms for the storage of meats, fish, fresh vegetables and dairy products. These rooms are of the same construction as the cold rooms in the basement and are fitted with steel shelving, racks, cases and tanks for the proper handling of the many commodities. These rooms are entered through the vestibule

of the same construction and purpose as the one in the basement. A temperature of 35 degrees will be maintained in these rooms. Adjoining the meat refrigerator is a meat cutting room where trimming and preparation of cuts required on the cars will be made.

Special Storage Rooms

Special rooms have been constructed for the storage and safe keeping of silverware, china, glassware and cooking equipment. In the china and glassware room steel racks of special design are used. The floor is surfaced with thick cork tile to reduce breakage and a monel metal sink and drying table has been installed. The silverware is also stored on steel racks and in drawers of the latest and most efficient design. Bottled beverages, cigars and cigarettes are also stored in spaces especially planned. The floor of the cigar room is covered with porous tile which is kept saturated with water, providing proper humidity.

Ample steel shelving of the daylight type, racks, bins and cases have been placed for canned goods, staple groceries and bakery goods.

All of these facilities are within easy reach of the assembly racks on which food and equipment are assembled for the complete stocking of a dining car. Materials requisitioned for a car are collected on the assembly rack and checked through one of the several stocking lockers by the steward in charge of the car, then carried on trailer trucks by tractor into the yard to the diner. Six stocking lockers for this purpose are located at the front end of this floor. This method makes it unnecessary for any car employe to enter the stock room.

At the rear of the commissary a wooden platform has been constructed between the two tracks, providing storage space for six diners. The floor of this platform is at the same level as the floor of the diners and also the floor of the commissary stockroom which permits of supplies being carried directly from the commissary to the cars with a minimum of hauling.

On this floor instruction kitchens are being installed. This interesting feature of the new building will be the subject of a special article when the installation is completed.

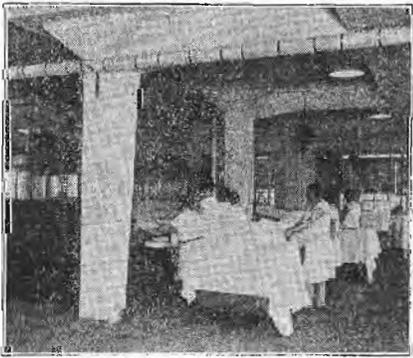


Exterior View of the New Commissary Building, Chicago

The Laundry

The laundry section of the building has been so arranged that a minimum of handling and trucking of materials will be required. The soiled linen is taken directly to the fourth floor where it is sorted into steel bin type chutes which are directly over the washing machines on the floor below. Whenever the washers are ready for more linen the floors of the bins from the fourth floor are swung downward letting the clothes drop into the washers. After washing they are slid into large aluminum alloy baskets and carried on a monorail to the huge extractors where through centrifugal action most of the moisture is taken out. The linen is then hoisted from the extractor and carried on the monorail to a chute for delivery to the sorting tables on the second floor, or it is taken to one of the tumblers on the washing floor for shaking or for further drying before delivery to the ironers or presses on the second floor. The sorting tables are directly in front of the ironing machines. Three large ironers are used, two of the steam chest and one of the steam cylinder type. One of the steam chest ironers will be used exclusively for the ironing of sleeping car sheets and will be equipped with a folding machine to handle them. After the linens have passed through the ironers and have been folded they are arranged in bundles suitable for issuance to the cars, being assembled into shipping units in a large linen storage room on this floor. Linen requiring repairs is given attention in the linen repair room also on this floor. Three sets of coat presses of three machines each complete the finishing equipment, the three units having a capacity of 1,000 coats a day. The laundry will turn out 50,000 to 60,000 pieces of clean linen daily.

The office of the laundry manager, locker space, rest room and toilets for the women employes of the laundry are located on the second floor within the laundry section. Similar rooms for the men employes of the laundry are located on the third floor.

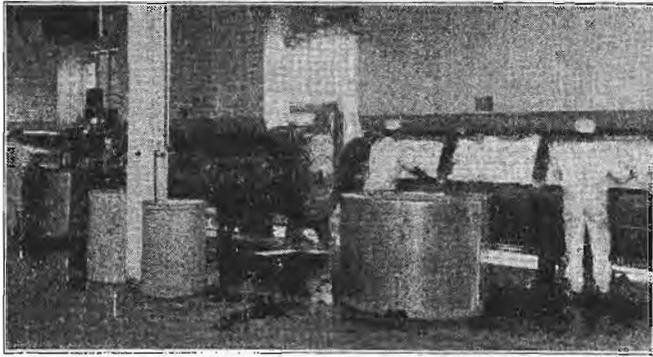


The New Ironing Machine

Hot and Cold Water Tanks

Tanks with a combined capacity of over 12,000 gallons are housed on the fourth floor. These tanks supply the entire needs of the building and insure an adequate supply of both hot and cold water in the laundry at all times. The water softeners are located in the tank house as well as the soap vats, etc. The soap in solution is piped directly to the washing machines. Soap, soda and other materials used in the laundry are stored on this floor.

Page Twelve



Huge Wooden Washers Used in New Laundry

The Dining Car Official and Clerical Offices

These are at the front of the second floor. Stationery storage and file rooms for the department are also on this floor. Separate locker rooms with lavatory and toilet facilities have been provided for the stewards, white chefs and cooks, colored chefs, cooks, waiters and porters. Men's and women's rest rooms are available for the office forces that are entirely separate from those of the road and laundry employes. A shower bath is installed in the basement locker room for the commissary storeroom employes.

The dining and sleeping-car accounting offices are located in the front part of the third floor and are provided with record, file, and stationery supply rooms.

All partitions that divide the office portion of the building from the laundry operation have been insulated and made soundproof so that the noise that arises from the machinery will not disturb those working in the offices.

Patrons of the Milwaukee Road would appreciate the magnitude of a great railroad's dining-car service if they could inspect this new building. In the grocery

and perishable stock of the Chicago commissary over 800 individual items are carried. Milwaukee diners are now serving approximately 120,000 meals to patrons during the average month. To fill the service requirements of these meals 100,000 pounds of potatoes are used; 35,000 pounds of poultry and game, including capon and guinea; 30,000 to 40,000 pounds of fresh beef, 13,000 pounds of onions, 2,500 pounds of fresh spinach, 12,000 pounds of fresh tomatoes, 10,000 pounds of fresh butter, 1,500 pounds of cheese, 15,000 pounds of sugar, 8,000 pounds of lamb and mutton, 5,000 pounds of fresh pork, 6,000 pounds of veal, 2,000 pounds of reindeer meat, 1,700 pounds of sausage, 8,000 pounds of smoked and pickled meats, 8,000 pounds of fresh fish, 2,000 pounds of shell fish, 400 pounds of lard, 22,000 fresh eggs, 3,500 gallons of milk, 3,000 gallons of cream, 3,500 quarts of ice cream, 800 cases of fresh fruit, 600 gallons of canned fruits and 7,000 cans of vegetables. During the year approximately \$75,000.00 for linen renewals and \$30,000.00 for china, glassware and kitchen equipment renewals and \$5,000.00 for silverware renewals and replating is expended by the department.

Fire Prevention Bureau

Fire Prevention

THE word "Milwaukee" to the world at large, probably calls to mind a prominent Wisconsin city, but to its thousands of employes, the name is associated with a great railroad. This railroad is most assuredly great, having progressed steadily since infancy, until today it ranks among the finest. Its employes are justly proud.

The citizens of the city are equally proud. Milwaukee has accomplished many things, but outstanding among its achievements is its record in fire prevention work. In 1926 contesting with the nation's great cities it won first place. Again in 1928 it was given second honors. Insurance companies taking cognizance of this work have lowered insurance rates and so the citizenry has this material benefit in addition to the honor. **THEY HAVE REALIZED THAT THEY DID NOT HAVE TO HAVE FIRES TO SUFFER A LOSS.**

The personnel of this railroad should at this time awaken to the same realization. Unless it does, destruction by fire is inevitable. Heavy losses are reflected in reduced earnings and the employe must suffer his share.

Milwaukee, the city, reached its goal by avoiding unnecessary fire hazards. Applied to our business, that means good housekeeping methods must be practiced; dangerous electric wiring must be corrected; rubbish and dirt must not accumulate; oily cloths and waste must be carefully handled; kindled fires must be cared for; torches and explosives must be used and handled with due caution. In short, reasonable fire prevention methods must be practiced.

Fires on our railroad during February cost \$16,000 and during March more than \$25,000.

Milwaukee, the railroad, will not rival Milwaukee, the city, until that record is improved.

Prevent Fires, They are Costly

L. J. BENSON.

The big railroad terminal was crowded when a shabby individual approached a wicket and peered inquiringly at the young woman on duty behind it.

"Excuse me, miss," he apologized, "but do you represent the Travelers' Aid Society?"

"Yes," she replied.

"Den where's de freight yards, please?"

Annual Report Milwaukee Employees Association for the Year 1929

To the Board of Directors and
Members of the Milwaukee Employees Pension Association.
Gentlemen:

The Annual Report of the Secretary-Treasurer, showing the financial condition as at December 31st, 1929, and operations and activities of the Milwaukee Employees Pension Association during the year 1929, is herewith submitted.

The books were audited by a firm of Certified Public Accountants who have verified the accounts of the Association and certified the Balance Sheet herewith submitted, and it is gratifying to note that the results for the year 1929 show a steady increase in Assets as well as members.

As required in the By-Laws, the Executive Committee canvassed the votes cast in the March, 1930, election and reports that Mr. H. B. Earling and Mr. Charles A. Wood were re-elected by a large plurality to succeed themselves as members of the Board of Directors.

Respectfully submitted,
W. D. CARRICK, *President.*

Secretary-Treasurer's Report

Following is the Balance Sheet showing financial condition of the Milwaukee Employees Pension Association as at December 31, 1929, certified to by Messrs. Frazer and Torbet, Certified Public Accountants, who audited our accounts for the year ending December, 1929, and for ready reference the Balance Sheets as at December 31, 1929, and December 31, 1928, may be summarized in comparative form as follows:

| ASSETS | December 31 | | Increase |
|----------------------------------|-----------------------|-----------------------|----------------------|
| | 1929 | 1928 | Decrease* |
| Current Assets: | | | |
| Cash in Bank | \$ 1,031.56 | \$ 31,403.03 | \$ 30,371.47* |
| Accrued Interest | 27,907.99 | 22,211.28 | 5,696.71 |
| Investments (Net) | \$ 28,939.55 | \$ 53,614.31 | \$ 24,674.76* |
| Fixed Assets | 1,848,617.35 | 1,528,267.50 | 320,349.85 |
| | 1,447.61 | 1,333.61 | 114.00 |
| | <u>\$1,879,004.51</u> | <u>\$1,583,215.42</u> | <u>\$295,789.09</u> |
| LIABILITIES | | | |
| Current Liabilities | \$ 6,513.37 | \$ 5,372.25 | \$ 1,141.12 |
| Net Worth— | | | |
| Pension Fund | 1,503,386.74 | 1,316,747.15 | 186,639.59 |
| Net Worth— | | | |
| General Fund | 74,463.01 | 62,220.64 | 12,242.37 |
| Net Worth— | | | |
| Income | 294,641.39 | 198,875.38 | 95,766.01 |
| | <u>\$1,879,004.51</u> | <u>\$1,583,215.42</u> | <u>\$295,789.09</u> |

The Cash in Bank Account shows a decrease of \$30,371.47, which is due to the fact that some investments became due and were collected December 31, 1928, and the proceeds were deposited in the bank on that date. The greater part of this amount was reinvested on or soon after January 1, 1929, in accordance with our policy to keep our Cash in Bank Account as low as possible and put every dollar, not needed for current expenses, to work earning interest.

The Investment Account increased \$320,349.85 during the year, which is a very satisfactory increase in view of the fact that the Association paid pensions during the entire year. The Pension Fund and General Fund show an increase of \$186,639.59 and \$12,242.37 respectively, and the income during the year as shown by the Income Account was \$95,766.01, making the total income earned by the Association since its organization \$294,641.39.

The above brief analysis of the Balance Sheet shows that the Association has had a satisfactory growth during the year 1929.

During the year the amount of \$97,830.98 was paid out in old age pensions to members on the pension roll. The total number of members placed on the pension roll as at December 31, 1929, is 446, of which number 38 members died, leaving 408 members on the old age pension roll at the end of the year 1929.

The membership statement at the close of the year 1929, attached, shows a total enrollment of 27,273, of which number 2,039 members were enrolled during the year 1929. The total loss in membership during the year, by members being pensioned, and through death, resignation, members leaving service, etc., was 1,451, leaving a net gain of 588 members for the year 1929.

At various times during the year Mr. Wm. R. Barber, engineer, Iowa Division, Mr. Russell G. Smull, in yard service, Chicago Terminals, and Mr. Edward W. Deards, conductor, Madison Division, undertook the work of canvassing the entire railroad system with the view of securing new members, and the results show that these gentlemen worked hard and faithfully, having directly secured a total of 1,744 new members.

The Executive Committee canvassed the votes cast at the March, 1930, election for two members of the Board of Directors and their report, filed in this office, shows that Mr. H. B. Earling and Mr. Charles A. Wood were re-elected by a large plurality to succeed themselves as members of the Board of Directors.

C. W. MITCHELL, *Secretary-Treasurer.*

BALANCE SHEET AS AT DECEMBER 31, 1929

| ASSETS | | |
|---|-----------------------|-----------------------|
| Current Assets: | | |
| Cash in Bank | \$ 1,031.56 | |
| Accrued Interest Receivable | 27,907.99 | \$ 28,939.55 |
| Investments: | | |
| Real Estate Mortgages at Cost | \$1,143,600.00 | |
| Real Estate Bonds at Cost | 223,021.25 | |
| Railroad Bonds at Cost | 198,806.25 | |
| State, County and Municipal Bonds at Cost | 141,994.36 | |
| Utility and Industrial Bonds at Cost | 144,062.50 | |
| | <u>\$1,851,484.36</u> | |
| Less: Reserve for Amortization of Pre- miums and Discounts on Cost Price | 2,867.01 | 1,848,617.35 |
| Office Equipment at Cost | | 1,447.61 |
| | | <u>\$1,879,004.51</u> |

LIABILITIES AND NET WORTH

| | | | |
|---|----------------|------------|-----------------------|
| Current Liabilities: | | | |
| Refund Certificates Payable | \$ 5,962.50 | | |
| Advance Payments by Members | 529.45 | | |
| Sundry Credits | 21.42 | | \$ 6,513.37 |
| Net Worth—Pension Fund: | | | |
| Balance—December 31, 1928 | \$1,316,747.15 | | |
| Member Contributions Received During Year | 346,906.59 | | |
| | | | \$1,663,653.74 |
| Less: Old Age Pensions Paid | \$97,830.98 | | |
| Refunds to Retiring Mem- bers | 23,684.27 | | |
| Refunds to Members' Bene- ficiaries | 22,418.75 | | |
| Disability and Dire Need Payments | 14,550.00 | | |
| Refund Certificates Issued | 1,783.00 | 160,267.00 | 1,503,386.74 |
| Net Worth—General Fund: | | | |
| Balance—December 31, 1928 | \$ 62,220.64 | | |
| Member Dues Received | 34,916.25 | | |
| | | | \$ 97,136.89 |
| Less: Expenses Paid | 22,673.88 | | 74,463.01 |
| Net Worth—Income: | | | |
| Balance—December 31, 1928 | \$ 198,875.38 | | |
| Income on Investments Owned | 95,726.01 | | |
| Bonus on Mortgage Sold | 40.00 | | 294,641.39 |
| | | | <u>\$1,879,004.51</u> |

CERTIFICATE

We have audited the asset, liability and net worth accounts of the Milwaukee Employees Pension Association, Inc., as they appear on the records of account as at December 31, 1929. WE CERTIFY that the above statement is a correct copy of the Balance Sheet as appearing in our complete audit report as at December 31, 1929. A copy of our complete audit report is on file with the Secretary and Treasurer of the Association.

(Signed) FRAZER AND TORBET,
Certified Public Accountants.
Members, American Institute of Accountants.

Chicago, Illinois, February 22, 1930.

MEMBERSHIP STATEMENT AS AT DECEMBER 31, 1929

| | Totals 1928 Year Report | Year 1929 | Total | Total |
|--|----------------------------------|--------------|--------------|---------------|
| Total Members Enrolled | 25,234 | 2,039 | | 27,273 |
| LOSSES IN MEMBERSHIP: | | | | |
| Deceased | 916 | 196 | 1,112 | |
| Resigned | 564 | 70 | 634 | |
| Left Service | 2,807 | 806 | 3,613 | |
| Forfeited | 152 | 54 | 206 | |
| Duplicated Enrollments | 94 | 24 | 118 | |
| Members Pensioned | 138 | 308 | 446 | |
| | <u>4,671</u> | <u>1,458</u> | <u>6,129</u> | |
| Less Reinstatements | 49 | 7 | 56 | |
| | <u>4,622</u> | <u>1,451</u> | <u>6,073</u> | <u>6,073</u> |
| Net Membership End 1928 | 20,612 | | | |
| Net Increase Membership 1929 | | 588 | | |
| Net Membership End 1929 | | | | <u>21,200</u> |
| Members Pensioned End 1929 | | 446 | | |
| Deceased Pensioned Members End 1929 | | 38 | | |
| Net Pensioned Members End 1929 | | <u>408</u> | | |

C. W. MITCHELL,
Secretary-Treasurer.

CLAIM PREVENTION

FRIGHT UP THIS HANDLE WITH CARE

Carload Damage

DURING the year 1929 the C. M. St. P. & P. R. R. paid out a total of \$715,806.26 in the way of claims covering carload damage, this out of a grand total of \$913,614.63.

As you are all aware, the efforts of the various Claim Prevention Bureaus to bring about a reduction in this class of damage is more or less handicapped due to the fact that in most instances no railroad employe makes any check whatsoever of the shipment at the time it is loaded, while it is in transit or after arrival at destination, therefore we do not know unless we make a special investigation of the handling of some certain commodity, just what may be causing the damage.

It is, of course, impossible and impracticable to attempt to make a check of every car loaded and unloaded on our railroad, however, we do feel that we can, through the co-operation of our employes generally, accomplish much more than has been done in the past along these lines. Therefore, may we take this opportunity, please, to ask that each and every employe on the railroad make himself a member of the Claim Prevention personnel to the extent that he will watch the loading or unloading of a carload of freight whenever possible and furnish a report showing just what he observes. The office of the Manager of Refrigerator Service and Claim Prevention will be very glad indeed, to receive advice showing the number of the car,

the date, time and place the inspection was made, and if possible a short note showing just what was wrong, or if there was nothing wrong, just what method of loading had been followed by the shippers. We are just as anxious to know about the good methods of loading as we are about the poor ones, and are in hopes that if we secure the proper co-operation we will be able to get the shippers who are having trouble with their shipments to adopt the loading methods of other shippers of the same commodities who are not having difficulty and thereby eliminate most of our trouble.

In order to familiarize the employes generally with the causes for carload damage, we are listing the principal ones below:

- Lack of bracing.
- Improper constructions of bracing.
- Poor bracing material.
- Faulty containers.
- Loose loading.
- Defective equipment.

The commodities which are causing us the most trouble are live stock, grain, fresh fruits and vegetables, machinery, new furniture, sewer pipe and drain tile, stoves, furnaces, etc., agricultural implements, eggs, canned food products, dressed stone.

We are sure that through the co-operation of our employes generally, we will be able to make a reduction of at least \$150,000.00 in our claim payments during the current year.

Will you do your part, please?

Good Railroading Necessary

In Order to Reduce Rough Handling, Derailments and Freight Claims

By Mr. F. J. Swanson, District Master Car Builder,
South Minneapolis Shops, Northern District

THERE are so many elements or factors entering into the operation of a railroad that in order to effectually carry out any plan or operation which may be made, it is necessary that all of these parts, operations and departments which go to make up the whole, function perfectly.

Important items such as good roadbeds and tracks, yet, defective equipment retards transportation; defective equipment may be the result of poor track conditions and similarly track conditions may suffer from flat or broken wheels. In either case, interruption of traffic is just as serious as though caused by collision. Poor performance in any of these operations is sure to drag down the efficiency of any railroad operation. The reverse, however, is also true, that improvements to any of these factors will raise the standards of performance and increase the efficiency of the entire operation, which is very necessary for success.

Less cars handled with more tonnage per car increases car miles per day; less

bad order cars on any railroad increases mileage.

Longer inspection points, proper reconditioning and required time to put equipment in shape, and proper classification at large terminal points is very essential—this expedites movement of freight and cars, reduces delays, decreases car hire, increases car miles and more tons per train and assists in maintaining business.

Good repair work should be done on all repair tracks or shops; close attention should be given air brake work, re-packing of journal boxes, applying of wheels and journal bearings and proper maintenance of draft gears; closer inspection necessary to all equipment to prevent set-outs, delays and transferring of lading.

It is amazing to really know what expense our railroads are put to each year in paying out large sums of money for so-called rough handling and derailment of equipment, resulting in large freight claims and damage to equipment and railroad property.

The following tables will explain just how some of these accidents were brought

about which resulted in these enormous costs:

| Collisions Due To: | Train Acci- dents |
|--------------------------------------|-------------------------|
| Rear End | 290 |
| Head On | 138 |
| Broken Train | 77 |
| Side Raking | 350 |
| At Railway Crossings | 55 |
| Trains with Cars not in Trains | 76 |
| Switching | 2,936 |
| Miscellaneous | 380 |
| Total | 4,302 |

| Derailments Due To: | Train Acci- dents |
|--|-------------------------|
| Defects in or failures of power-brake apparatus, hose, etc. | 181 |
| Defects in or failures of couplers | 201 |
| Other defects in or failures of locomotives or cars | 4,234 |
| Defects in track, bridges and signals | 2,201 |
| Obstructions or defects in track due to fires, landslides, floods, etc. | 306 |
| Negligence, mistakes or misconduct of trainmen or other employes | 1,288 |
| Miscellaneous | 1,427 |
| Total | 9,938 |

| Negligence of Employes Connected With: | Acci- dents |
|--|----------------|
| Train Orders | 29 |
| Fixed Signals | 175 |
| Hand Signals | 419 |
| Train Flagging | 76 |
| Air Brake (Handling) | 149 |
| Hand Brakes (Control) | 743 |
| Switches Wrong | 963 |
| Improper Switching | 718 |
| Failure to keep proper look-out in switching | 480 |
| Other Causes | 1,695 |

| Defects in Equipment: | Acci- dents |
|--|----------------|
| Locomotive crank pins, rods, etc. | 469 |
| Trucks, total | 1,280 |
| Arch bars, bolts, etc., bent, broken or other failures | 442 |
| Broken journal-box bolts | 173 |
| Wheels and axles, total | 1,956 |
| Breaking of cast iron wheels due to heating | 337 |
| Breaking of cast iron wheels due to other causes | 262 |
| Breaking of journal due to overheating | 245 |
| Power brakes, total | 373 |
| Hose breaking or bursting | 127 |
| Triple valve defects | 159 |
| Hand brakes, total | 602 |
| Brakebeam broken, disconnected and broken hangers | 254 |
| Couplers, total | 157 |
| Low and broken couplers | 382 |
| Draft rigging, total | 546 |
| Failure of coupler or draft key | 204 |
| Car bodies and other parts, total | 1,078 |
| Sills weak and broken | 277 |

| Defects in or Improper Maintenance of Way and Structures: | Way Acci- dents |
|---|-----------------------|
| Bridges | 9 |
| Ties, decayed or worn | 197 |
| Rails broken or spread | 744 |
| Frogs and switches worn or bent | 435 |
| Low joints | 76 |
| Improper surface of tracks | 415 |
| Soft track | 114 |

Out of the total of 16,949 train accidents, 6,687 were caused by defects in or failures of equipment and 5,447 were caused by negligence of employes. In a total of 4,302 collisions, 3,833 were reported as being caused by negligence of employes. In a total of 9,938 derailments, defects in or failures of equipment were responsible for 4,616 derailments; defects in or improper maintenance of way and structures, 2,201 and

negligence of employes, 1,288 derailments. Defects in or failures of equipment caused 1,250 of the 2,132 miscellaneous train accidents.

Along with these very staggering figures paid out yearly by the railroads of this country comes the yearly millions that are paid out in freight claims due to rough handling, derailments, defective equipment, delays, improper ventilation, freezing or heat failures, unlocated dam-

age, error of employes and other causes.

I will quote you some interesting, yet staggering figures covering damage to freight equipment and railroad property as listed by the Interstate Commerce Commission for year of 1928. These figures only cover cases where amounts or costs reach \$150.00 or more per car in damage on Class I railroads. (Expense less than \$150.00 not included in this statement.)

| | All Class I No. of Accidents | Railroads Damage to Railroad Property | Damage to Equipment | Cost of Clearing Wreck |
|------------------------------|------------------------------------|--|---------------------------|------------------------------|
| Collisions | 4,302 | \$ 4,956,393 | \$ 4,277,731 | \$ 277,542 |
| Derailments | 9,938 | 16,833,706 | 7,813,661 | 1,741,655 |
| Locomotive Accidents | 577 | 468,934 | 325,937 | 21,442 |
| Misc'l Train Accidents | 2,132 | 2,068,715 | 137,918 | 71,693 |
| Total | 16,949 | \$24,337,748 | \$12,555,247 | \$2,112,333 |
| Grand Total | | | | \$39,005,328 |

During the year of 1928, the Class I railroads paid out the total sum of \$36,557,243 in freight claims; \$10,390,292 was paid out for rough handling, an increase of 5 per cent over year of 1927; \$2,816,624 for delays, a decrease of 2.8 over year of 1927; derailments or wrecks cost \$2,442,743, a decrease of 6.2 over year of 1927. If the derailment and rough handling cases less than \$150.00 per car were figured in, totaling these amounts with freight claims, the amounts would well reach the \$90,000,000 mark, which we all must agree is all out of proportion.

We, as railroad employes of a well organized railroad, can certainly and must do all in our power to help reduce these costs for our railroad by making closer inspection of equipment, reduce delays, keep tracks and maintenance of way

structures in good condition, stop derailments, discontinue rough handling and mishandling of equipment. By all of us co-operating as a department, we should be able to start out with the year of 1930 with the slogan—"Reduce Rough Handling and Freight Claims," in order to reduce operating costs and increase revenue by giving the traveling and shipping public an adequate, dependable, efficient and economical service or operation in order to maintain or keep pace with the steady growth in the industrial development and progress of our nation, so they can meet the competitive enterprises or business operations and give the shipping and traveling public good service, which will insure the investors a fair return on the money invested in railway property.

If we all work together we can accomplish good results. Let's try.



Wheat Fields Near Great Falls, Montana

days and covered North and South Dakota, Montana, Idaho and Washington.

The purpose of this trip was to acquaint members of this newly organized department with the opportunities for settlement and with existing conditions throughout the territory. Conferences were held with agricultural colleges, county agricultural agents, farm organizations, commercial clubs and many others in order to secure all possible information concerning conditions, etc., for use in future colonization work.

Mr. Reynolds reported that farmers in Milwaukee territory have a generally optimistic attitude toward conditions existing and future.

His Diamond Anniversary

ON April 17th, John M. Horan celebrated the diamond anniversary of his service with The Milwaukee Railroad. While a 75-year service button was presented to "Soda Ash Johnnie" some months ago, in compliment to the years of service, the actual seventy-five years was not complete until the date above.

The occasion was happily celebrated by a birthday party put on at Milwaukee Shops, where Mr. Horan has been employed continuously for so many years. He started his service with the company piling and loading wood on the wood-burning engines of that day, has worked as fireman, engineer, machinist apprentice, foreman in repair shops, traveling boiler inspector and boiler washing inspector, which position he still holds, and he reports every day at West Milwaukee shops as hale and hearty, as cheery and bright eyed as many a man with much less than "Johnnie's" ninety-two years of age.

Johnnie Horan truly belongs to a Milwaukee family. His father, Michael Horan, was an engineer for Milwaukee & Mississippi Railroad, one of the "parent" lines of The Milwaukee, way back in 1851. His son, William Horan, and two grandchildren, Helen and Charles, are at the present time in the service of the company. Another son, father of Helen and Charles, was an engineer on The Milwaukee for many years, and died in service a few years ago.

The birthday party was a notable event. A special dining car and President Scandrett's business car were parked at the shops and were headquarters for the party, a special birthday luncheon being served. Among those present as honor guests were President H. A. Scandrett, who presided at the celebration; W. D. VanDyke, a director of the company; H. H. Field, general counsel; F. H. Johnson, executive assistant; R. W. Anderson, superintendent of motive power; J. E. Bjorkholm and J. A. Anderson, assistant

Current News of the Railroad



Pre-Season Golf Tourney at Excelsior Springs

The Western Advertising Golfers' Association Hold Annual Tournament at the Missouri Spa

ONE HUNDRED members of the W. A. G. A. went to Excelsior Springs from Chicago, April 11th in a special train over The Milwaukee Road for its annual tournament. The tournament lasted two days, over the two eighteen hole courses at Excelsior Springs.

Equipment of the special consisted of drawing room, compartment and open section sleepers, with an observation car equipped with a radio. Everything was done to insure the comfort and pleasure of the party and all expressed themselves as thoroughly "sold" on Milwaukee service.

Milwaukee Liederkrantz Singers En Route to Europe

ON April 22nd, one hundred and fifty members of the Milwaukee Liederkrantz (Singing) Society started for Europe. They came to Chicago from Milwaukee in a special train over our railroad and proceeded to New York where they sailed for Germany, Austria and Switzerland. This is the third concert tour made by this oldest of Milwaukee's singing societies, which was organized more than fifty years ago.

Future Development of the Northwest

Mr. Reynolds and Party Pleased with Their Survey on Recent Trip

PROSPECTS for the future development of the Northwest are bright, according to the report of the commissioner of agricultural development, who with his staff, has returned from a month's trip through the territory served by our railroad. The trip occupied thirty-three

SPORTS

BOWLING NOTES

Final Standing of

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. EMPLOYEES' BOWLING LEAGUE

| Team | Won | Lost | Per cent | Average | Cash Prizes |
|--------------------------|-----|------|----------|---------|-------------|
| Assistant Comptroller | 56 | 28 | 666 | 886 | \$56.00 |
| Ticket Auditor | 55 | 29 | 654 | 898 | 55.00 |
| Auditor Station Accounts | 50 | 34 | 595 | 867 | 50.00 |
| Car Accountant | 48 | 36 | 571 | 867 | 48.00 |
| Freight Auditor | 46 | 38 | 547 | 857 | 46.00 |
| Auditor of Expenditure | 39 | 45 | 464 | 861 | 39.00 |
| Comptrollers | 28 | 56 | 333 | 833 | 28.00 |
| Boosters | 15 | 69 | 178 | 792 | 15.00 |

INDIVIDUAL AVERAGE

| Player and Team | Games | Average | Cash Prizes |
|----------------------------------|-------|---------|-------------|
| Lange—Auditor Station Accounts | 81 | 188.68 | \$19.00 |
| Krumrei—Ticket Auditor | 84 | 188.49 | 17.00 |
| Glesner—Auditor of Expenditure | 84 | 187.38 | 15.00 |
| Ciesinski—Auditor of Expenditure | 84 | 187.31 | 12.00 |
| Dale—Comptroller | 78 | 186.36 | 11.00 |
| O'Shea—Assistant Comptroller | 84 | 186.33 | 10.00 |
| Treskett—Car Accountant | 84 | 186.16 | 9.00 |
| Gumz—Ticket Auditor | 77 | 185.58 | 8.00 |
| Peters—Assistant Comptroller | 81 | 181.38 | 7.00 |
| Gavin—Ticket Auditor | 81 | 180.47 | 6.00 |

High Team Average—Three Games

| Player | Pins | Cash Prizes |
|-----------------------|-------|-------------|
| Assistant Comptroller | 2,953 | \$7.50 |
| Ticket Auditor | 2,901 | 5.00 |

High Individual Average—Three Games

| Player | Pins | Cash Prizes |
|---------|------|-------------|
| Hegardt | 698 | \$5.00 |
| Peters | 692 | 2.50 |

High Single Game

| Player | Pins | Cash Prizes |
|-----------------------|-------|-------------|
| Assistant Comptroller | 1,053 | \$7.50 |
| Car Accountant | 1,033 | 5.00 |

High Single Game

| Player | Pins | Cash Prizes |
|---------|------|-------------|
| Peters | 266 | \$5.00 |
| Glesner | 257 | 2.50 |

Following is a list of the prize winners and the amounts won:

| TICKET AUDITORS | Place | Men | Amount |
|--------------------------|-------|------------|----------|
| Freight Auditors | 1st | 5 | \$40.00 |
| Auditor Station Accounts | 6th | 5 | 15.00 |
| Car Accountants | 3rd | 5 | 30.00 |
| F. Dale-H. Krumrei | 11th | 5 | 5.00 |
| H. Gumz-H. Peters | 3rd | Doubles | 20.00 |
| J. Ciesinski-C. Lange | 5th | Doubles | 16.00 |
| E. Anderson-J. O'Shea | 9th | Doubles | 9.00 |
| B. Reinert-E. Haidys | 10th | Doubles | 8.00 |
| C. Becker-F. Specht | 11th | Doubles | 8.00 |
| E. J. Knoll-H. Treskett | 14th | Doubles | 7.00 |
| C. Belter-T. Gavin | 17th | Doubles | 6.00 |
| C. Woelfer | 18th | Doubles | 5.00 |
| H. Krumrei | 7th | Singles | 10.00 |
| J. O'Shea | 8th | Singles | 8.50 |
| W. Hettinger | 10th | Singles | 7.00 |
| J. Ciesinski | 11th | Singles | 5.50 |
| D. B. Ramsay | 11th | Singles | 5.50 |
| A. Peterson | 15th | Singles | 4.00 |
| Felix Specht | 18th | Singles | 4.00 |
| W. D. Sunter | 27th | Singles | 2.00 |
| E. J. Schlechter | 28th | Singles | 2.00 |
| H. Gumz | 31st | Singles | 2.00 |
| H. HARRY H. KRUMREI | 36th | Singles | 2.00 |
| H. Peters | 1st | All Events | 10.00 |
| H. Peters | 2nd | All Events | 5.00 |
| Total | | | \$236.50 |

Bowling Notes

Bowling, as far as the C. M. St. P. & P. R. R. Co. Bowling League is concerned, is over for this season and it proved to be a very successful and enjoyable one. C. Lange, our big time bowler, as usual, finished first. This is his third successive year in that position. However, this year, in order to top H. Krumrei, it was necessary for him to finish with a 660 series. H. Krumrei piled up 618.

The final average and prize money won by the teams and individuals will be found in the above statement.

On March 18 the dollar prizes were won by Dale, 236, Glesner, 235, Kusch, 231, and O'Shea, 222.

It seems that on each bowling night somebody always succeeds in fouling. O'Brien, of the Boosters, was the culprit this time.

Here's the "Steamroller" for the 18th. Tabor, with a score of 104. There were 7 blows. 'Nuff said.

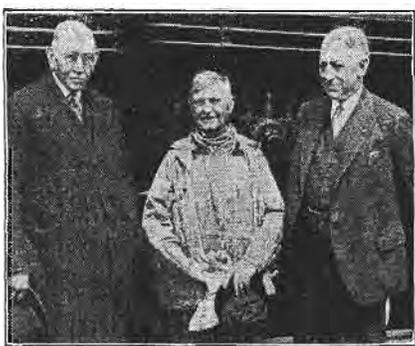
Ray Gentz shot a snappy 127 that same night. J. Glesner, who finished third in the league, piled up 641 pins and gave the leaders some anxious moments.

C. Belter also went on a rampage with games of 192, 222 and 214, for a total of 628. Joe Riplinger had an off day at Columbus, Ohio, in the American Railroad Bowling Tournament. He had a "Steamroller" game of 97.

A team made up of Dale, Knoll, Treskett, Krumrei, Faus and Gavin, rolled in the A. B. C.'s March 15 and 16, but Lady Luck deserted them and the scores were low. E. Knoll shot 620 in the singles, this score including a game of 267.

In the American Railroad Tournament, the Ticket Auditors shot 2,685 in the five man. Treskett and Finn rolled 1,204 in the doubles, which score should be well up in the money.

The Ninth Annual Bowling Tournament of the Milwaukee Railroad is over and the boys from Fullerton Avenue, together with a few from the Union Station, sure lopped off a large slice of the prize money. The total amount won was \$236.50. And this was not all. Harry Krumrei walked off with the "All Events" medal. To do this, he piled up a total of 1,796 pins, which included scores of 630 while rolling with Ticket Auditors, who were first in the team event, 582 in the doubles,



Celebrating the 75th Anniversary—
Mr. A. J. Frame, Mr. Horan, Mr. Scandrett



Helen Horan Serving the Birthday Cake

superintendents of motive power; C. H. Bilty, mechanical engineer; K. F. Nystrom, superintendent of Car Department; J. J. Hennessey, assistant superintendent of Car Department; D. W. Kelly, general superintendent; N. A. Ryan and J. A. Macdonald, division superintendents; E. A. Lalk, assistant general freight agent, Milwaukee, and Mr. Horan's son, grandson and granddaughter.

A very distinguished guest, not of the railroad, was Mr. Andrew J. Frame, 86 years of age, chairman of the board of directors of the First National Bank of Waukesha, Wisconsin, and dean of American bankers. Mr. Frame was present in 1851 at the arrival of the first train into his home town on what is now The Milwaukee R. R.

Mr. Horan earned the sobriquet, "Soda Ash Johnnie," through his work as general foreman at Yankton, S. D., where he did effective service in developing water treatment for use in locomotive boilers, and was the originator of the present system of washing boilers. He was later appointed to follow up boiler feed water conditions and the washing and care of boilers on the system.

He takes great pride in the fact that he has worked under and shaken the hand of every president of The Milwaukee R. R., and also is especially proud of the fact that during his service as locomotive engineer, he never missed a call and has never suffered an injury during his seventy-five years of employment.

"He was a man who had indeed suffered much," says a country paper, in a short obituary notice; "he had been a subscriber to this paper since its first number."

carrying F. D. Dale for third place, and 584 in the singles for eighth place.

Harry is particularly deserving of this medal. He has always been a great student of the game and a good bowler. Although he has rolled in dozens of tournaments, including twelve consecutive A. B. C.'s he has never been fortunate enough to win a medal. However, that day in Kansas City was evidently his day, and he certainly took advantage of it.

The Seattle League

The 1929-30 bowling season ended with a bang Monday night, April 7th. All the fans turned out to see the boys make the last desperate effort to bring up their averages, and the close fight between the ocean dock, freight traffic, and city freight teams for the pennant. Ocean dock copped the flag, while the freight traffic and city freight tied for second place close on the heels of Ed Doyle's Rats. Following is the final line-up of the various teams:

1. Ocean Dock
2. Freight Traffic } Tie
3. City Freight }
4. Oil & Marine
5. Claim Department
6. General Passenger
7. General Freight
8. Depot Offices
9. Accounting & Land
10. Local Freight
11. Vice-President
12. Yard Office
13. Transportation Department
14. Engineering Department

Transportation and Engineering teams have been squabbling over the basement position for

some time, the engineers finally digging in permanently at the last minute, when N. A. Meyer came out of his retreat at Alcroft, and got the boys out of the trenches in time for the finish. Additional prizes for individual high scores for the last three games were also distributed and a special cellar prize of 75 cents went to B. Bahl, who was immediately afterward presented with a U. R. T. pencil by Ed Doyle to figure out his profits.

Now that the bowling is over, some of the boys have already started looking for further punishment and have organized a baseball league. Five or six teams are reported to have been signed up from as many different departments and are working out a schedule for the summer. Art Brett is acting president of the league and Stan Hodgeman, captain of the traffic team. Their itinerary also includes Vic Straus, who will throw his 240 pounds into the argument to help hold things down for the traffickers. It is reported, unofficially, that Vic poled out a long fly over the right bleachers in a practice game but was only able to make 3rd base where he collapsed in the baseman's arms, entirely out of air and running on the rims. New rules are being drafted permitting Straus time-out at second to recover some of the ozone, which it is expected will eliminate further trouble of this nature.

Golf season is in full swing with many of the boys and girls digging in for the season.

While we are on the cow pastures, let us mention that "HX" Grinnan, brass pounder, former enthusiast, has deserted the greens for the more refined terpsichorean art, and is now reported swinging 'em around at the local barn dances.

Tacoma League

The Milwaukee Bowling League of Tacoma wound up its season March 31st, with the following being the standing of the teams:

| Team | Won | Lost | Pct. |
|---------------|-----|------|------|
| Roundhouse | 68 | 32 | 680 |
| Freight House | 54 | 46 | 540 |
| Store Dept. | 52 | 48 | 520 |
| Boiler Shop | 48 | 52 | 480 |
| Traffic Dept. | 45 | 55 | 450 |
| Machine Shop | 33 | 67 | 330 |

Collins had the highest individual average, 72 games with 13,386 pins, averaging 185; also the highest single game, 253. Our own redoubtable Ralph Bement, assistant agent, was second best with 75 games and 12,725 pins, an average of 169—not so bad at that. We are pained to see that our former associates at the freight house, now with the Traffic Department, Emmet Maloney, Roy Kidd and Billy Woodard, did little credit to their bringing up by turning in such averages as these: Maloney, 143; Kidd, 142, and Woodard, 125—read it and weep. However, there were even worse ones, if that is any satisfaction; the lowest and darkest cellar is inhabited by Amidon, with a mere 111. Collins drew additional gravy for the largest number of pins, the highest individual score and the highest three games.

Our own rate expert, Al Goldsborough, showed up with only 135 average; he is still endeavoring to locate some paragraph in the rules which would enable him to claim milling in transit or some such thing to fatten up his average.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Bensenville Chapter Mrs. Kate W. Sutherland, Historian

THE officers for 1930 began their work in earnest with a board meeting, January 21st, at which plans for the year were discussed, and on February 20th the chairman of the Social Committee Mrs. Lonning and Membership Chairman Mrs. Bodenberger, were joint hostesses to a party for all members, men as well as women, and each bringing a guest. The party was a huge success, with cards and dancing and refreshments. Fourteen members were added to our list. We have a membership of ninety-two for two months and promises of many more.

On February 22nd the Ways and Means Chairman Mrs. Louise Sutter and her committee held a food sale at the club house and added \$31.00 to our treasury. The March meeting was held in the evening and was wonderfully well attended. Mrs. Rands, president, called the business meeting for 7:00 o'clock and the program chairman, Mrs. Harney, had a splendid program for 8:00 o'clock. This being an open meeting the club house was well filled. The outstanding attraction of the evening was Mrs. O. W. Dynes, of Hinsdale, who is also a member of the "Milwaukee Family." She in her charming way gave a very splendid talk on landscape gardening for small homes, which was made unusually interesting by the use of lantern pictures. Mrs. Dynes was assisted by Miss Fannie Brent, of Hinsdale.

The Social Committee served coffee and cake at the close of this very enjoyable evening.

The Sunshine Chairman, Mrs. Peck, and a member of her committee called on several

members of the Milwaukee family who were ill in the Washington Boulevard Hospital, taking fruit, cookies and smokes. We were pleased to note that several ladies who were not working on the committee have been making calls on the sick, and giving the committee credit for their calls, helping out Mrs. Peck who has been unusually busy. She appreciates this assistance.

The president and two other members of the board, also made a call at the hospital, getting the names of all the Milwaukee employees who were in the hospital and making a short call on each, finding in Mr. Gowling an engineer, from Mitchell, S. D., an old friend of long standing of her husband.

We have not been called on yet, this year, for any relief work, but are all working and will be ready to give assistance when it is needed.

We are grieved to have had several deaths in the railroad families and the serious illness of the daughter of Mr. and Mrs. John Holquist. We hope for a speedy recovery.

This is our first news for this year, and a cordial invitation is extended to out of town members to visit our chapter, meetings the first Wednesday in each month at two P. M. Mrs. Rands had the pleasure of visiting Sioux Falls Chapter in February.

Fullerton Avenue Chapter Marie Nixon, Historian

The regular monthly meeting of the Fullerton Avenue Chapter was held in the club rooms February 8th and luncheon was served at 1 o'clock. The meeting was opened by our pres-

ident, Mrs. Loderhose, who introduced the new officers. Old and new business was discussed.

We were very glad to have Mrs. O. W. Dynes with us again who gave a very interesting book review and read a number of poems. Everyone enjoyed it and hope we will have the pleasure of hearing Mrs. Dynes again in the future.

We neglected to mention in our January notice that our former president, Mrs. W. W. K. Sparrow, entertained her officers and committees on Saturday, January 4th, at her home in Evanston, and everyone had a most delightful time. Mrs. Sparrow was presented with a bouquet of American beauty roses and was very much pleased.

This chapter with the Union Station Chapter are planning a joint dance to be given in the near future, so watch the Magazine for more detail.

The regular monthly meeting of the Fullerton Avenue Chapter was held in the club rooms, Saturday, March 8th. Luncheon was served at one o'clock and a short business meeting followed. After the meeting everyone enjoyed themselves playing cards and bunco and there was a prize for each table.

Our Glee Club gave a concert at the Hamlin Park Field House, February 18th, and it was a real success considering the short time they have been organized.

On February 11, Miss Elsa Augustine entertained forty girls of the Car Accountant's office at a Valentine party in the club rooms. From all reports everyone had a good time. Supper was served, games were played for which there were lovely prizes.

On April 25th, the Chicago Chapter is giving a dance at the Medinah Athletic Club, so watch the bulletin boards for more detail.

We will be pleased to have any of the old-timers send in interesting reminiscences of the old days. We all like to read about them.

St. Maries Chapter

Mrs. Charles J. Leonard, Historian

THE regular meeting was held in the club house Monday, February 17th. Our new president, Mrs. Peter Mickelson presiding, and all officers present. An exceptionally large crowd was out. Articles were read from Mr. Gillick and Mrs. Walters on "Safety First," which contained much helpful information on the safe working conditions for employes for which we are all advocates. The club held its first social meeting Thursday afternoon. Cards were played and a delicious lunch served by the committee. Everyone reported an enjoyable time. These meetings are to be held the first Monday of each month. The business meetings are held on the third Monday. On March 3rd, 7:30 o'clock at club house, a public card party was held for employes and families. Prizes were given and lunch served.

Our Membership chairman, Mrs. Conley, is working hard to enlarge our membership list. The Ways and Means committee with Mrs. May, chairman, has several events planned for the year which will help socially as well as financially. They hope to plan something to interest the Avery members as it is not convenient for them to attend the regular meetings. Mrs. Wurth, our third vice-president, is very faithful in helping with the work of the club in Avery. Our meeting closed with a social hour and light refreshments. A guessing contest in which Mrs. Terry won first prize and Mrs. Rieman second, proved entertaining.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE first meeting held under the new officers was very well attended, and the chapter will have to work whole heartedly to keep pace with the record set at that meeting in beneficent work.

The first case reported was that of a family with five children where the father has been unable to work, and who were two months in arrears in their rent and who were afraid the gas would be shut off because of an \$11 gas bill. The case after being investigated, was found to be a worthy one and the chapter voted to send them \$75 to pay the rent and gas bill, and give them a start to help themselves.

The next case presented was one of a family where the father has been confined to the tuberculosis hospital, and the mother is left to care for their seven children, the oldest being eleven years of age. The chapter voted to send her \$50 immediately, and to help her financially until a Mother's Pension can be arranged for her with the State Mother's Pension Bureau.

The Chapter received a request from an employe who has had a stroke and whom the doctors have pronounced a hopeless case because of numerous other complications, that the Women's Club raffle his \$60 watch to help him defray expenses. Mrs. Hinsey very kindly offered to take charge of the raffle, as investigation of the case proved it to be a serious one.

An employe who had had to undergo an operation and who had met with unlooked for expenses, asked that the chapter grant him a loan of \$50 to help him through his present difficulties. As the investigation committee recommended the loan, it was granted.

Ten dollars was voted to be sent to an employe who has had a long continued illness and as a result of which he has gradually had to part with everything he owned. While he had not asked for help, it was reported to be essential, and the ten dollars would cover expenses for medicine.

The chapter was instrumental in arranging for burial of an employe who was an ex-soldier in the Canadian Army, at the National Soldiers'

Home Cemetery in Milwaukee, and also provided a marker for the grave.

The Annual Dance and Card Party will be held at the Auditorium on May 3rd. Please keep the date in mind and come and have a good time. Remember every ticket sold helps do work described above.

After the business meeting the chapter was very charmingly entertained by three young girls. Miss Grace Mosen rendered a violin solo, accompanied by her sister, Renetta Mosen, who later gave a very fine piano solo. Miss Florence Krajniak also played a violin solo, accompanied by Miss Renetta Mosen. The girls' playing was a real treat and we hope they will play for us again.

The usual refreshments of coffee and cake were served after the meeting.

BE SURE to save the date of May 3—the night of the Annual Dance and Card Party at the Auditorium. If you have never attended before, we can assure you of a good time, and if you have been there before you know that without being told. Come and bring your friends.

At the February meeting the request of a member for a loan of \$100 for three months was acted on, and granted.

A mother's pension of \$65 a month was obtained for the mother of the seven children, where the father is in a sanitarium. As the Mother's Pension Bureau does not include the payment of insurance, the club paid this premium for the family so that they may have this protection.

Two card parties were announced, one a pillow case party at Schuster's Third Street Store on March 21 in the afternoon, and one at the South Side Laundry in the evening of March 24.

After the business meeting we were most charmingly entertained by Mrs. Mae Hart Southwick with several readings. Refreshments were served by the new committee.

Des Moines Chapter

J. McG., Historian

THE regular monthly meeting of the chapter was called to order at 8:30 P. M., March 7th in the club rooms by our president, Mrs. L. L. McGovern, who was much pleased with the large attendance.

Reports from the various committees show the month of February a busy one. Many calls made and cards sent to sick members and their families. Our records show that the club has been called upon to do more relief work this winter than ever before. We are hoping that now we have some real problems to work out every one will be all the more enthusiastic and helpful.

We are beginning our campaign for funds by holding a card party Saturday evening, March 15, in the club rooms, Mrs. W. L. Finnicum in charge. Here's hoping you have the biggest and best party on record.

Our president suggested now that spring is upon us and the housewife's fancy turns to cleaning, paper and paint, everyone save their magazines for the club paper drive to be held in the near future.

Upon the completion of business on hand the meeting was turned over to the program committee, chairman Miss Jean Dallas, who presented the following program:

Piano Solos Virginia Lee Bates
Vocal Selection Genevieve Davidsaver
Accompanied by Lucille Burch
Reading Jeanne McGovern
Vocal Selection. . . Bob Berman and Chuck Elder

We wish to thank those who so kindly furnished the evening's entertainment and to congratulate Miss Dallas on her choice of talent. Don't be stingy, now Jean, we all enjoy music,

and who-knows we may, in the not far distant future, be welcoming some of our Milwaukee talent fresh from Broadway. How about it, Bob and Chuck?

The members of the club are anxious to interest the railroad people who do not belong to the club in our work and take this opportunity to extend to all our Milwaukee people a cordial invitation to attend our meetings held the first Friday of each month in the club rooms, 6th and Cherry Streets. Those who have been so faithful in the past we hope will continue to carry on and if possible sell to their Milwaukee friends who are not now members some of the Milwaukee club spirit.

Mitchell Chapter

Mrs. Fred A. Rogge, Historian

MITCHELL CHAPTER held its regular meeting February 17 at the K. C. Hall, president Mrs. Hebenner presiding. We had a good meeting. The committees gave interesting reports. Mrs. Montgomery, Ways and Means chairman, had two more card parties at which they took in \$36.50. Delicious lunch was served by chairman Mrs. Bohn and chairman Mrs. Andres.

The Sunshine chairman, Mrs. Geo. McDougal, sent quite a few bouquets and made a number of calls. There is much sickness.

Green Bay Chapter

Mrs. Charles Allen, Historian

ON February 12th Green Bay Chapter held its regular social afternoon. Hearts were played, refreshments were served and prizes were awarded for high scores.

A Washington party was sponsored by the club February 22nd at the club rooms with Mrs. J. H. Valentine as chairman. This was for the ladies and husbands. Progressive five hundred was played. Refreshments were served by some of the office force. Three of the men condescended to wash the dishes. A sum of \$20.50 was realized. We are to give a series of these parties. Mrs. Harry Held will be chairman of the next one.

The regular business meeting held March 6th was well attended. Corresponding secretary, Miss Julia Johnson, read a letter from the general governing board asking for renewed efforts to increase the membership. As we had already started our drive, president Mrs. C. B. Cheaney urged that we continue our efforts. Membership chairman, Mrs. J. H. Valentine, reported several new members secured.

Mrs. Axel Anderson, chairman of the dance held February 7th, reported \$103 cleared. At the close of the business session program chairman, Mrs. F. Sautamounk, presented an enjoyable program after which refreshments were served by Mrs. A. J. Jeffers and Mrs. W. E. Procter.

Channing Chapter

Mrs. A. J. Harnish, Historian

AT our regular March meeting the maskers were many and funny. Miss Jenny Johnson and Miss Florence Wilkinson received the prize as the funniest dressed couple. They were not only funny but very original.

As a result of the private dancing parties our membership chairman reported a heavy increase in membership. Another private dance was given on March 17, Saint Patrick's day.

The sympathy of the club is extended to Mrs. George Carey and family, Mr. and Mrs. John Kramer and family in the death of their brother, Paul Kramer of Manitowoc.

Cards were played after the meeting. Lunch was served by Mrs. Geo. Carey, Mrs. Theo. Peterson and Mrs. Lyle Worthing.

Janesville Chapter

Mrs. Louise Michael, Historian

CARD PARTIES still prove to be one of the most popular ways of entertainment. Three very successful ones were held in February, each one netting the club a nice little sum to add to the treasury. The club voted not to hold any parties through Lent.

The C. & N. W. Women's Club entertained our chapter at a Valentine party in their new club rooms. About one hundred ladies were present. Get acquainted games were played and the remainder of the evening was spent in playing bridge and "500." Lunch was served.

A family get-together party was held in the club house, February 16. A chicken pie dinner was served to over one hundred members. We sure have some excellent cooks among our members. We hope to have more of these parties. After the dinner some of our talented club members put on a fine program. Cards were played and all voted having a good time.

The regular meeting for March was held in the club house, March 4. The meeting opened with the recitation of the club motto. Several interesting letters from Miss Etta M. Lindskog were read. The business matters were disposed of and letters and cards of thanks were read from the members who had received flowers and cards. The Sunshine chairman reported many of our members still on the sick list. A speedy recovery is hoped for all.

The sympathy of the club is extended to Mr. Frank Greene, Fontana, on the recent passing of his wife.

Chairman of the Membership Committee reported receiving many new voting and contributing members. No social activities are to be held during Lent. The house chairman was to see about getting insurance on the club house furnishings.

A contest is being held between the men and women, the losing team to banquet the winners. There being no further business the meeting was adjourned. Lunch was served.

Tacoma Chapter

Mrs. M. A. Seiwert, Historian

A VALENTINE PARTY under the sponsorship of Mrs. C. F. Negley, scholarship chairman, opened our first social event of the year. Nearly a hundred guests enjoyed the hospitality in the spacious rooms of the Woman's Club House on Broadway, the evening of February 15.

The office girls made and presented to our chapter beautifully embroidered card table covers and requested that Mrs. Negley be especially honored by being the first to use them. The chapter appreciates the fine cooperation of the following girls who contributed their time and skill in making these artistic covers: Millie Anderson, Helen Amidon, Geraldine Armitage, Ruth Fullerton, Florence Hall, Ann Johnson, Rose Linquist, Willa Lindsay, Florence Matson, Ruth Phelps, Ruth Rundie, Rose Shipley, Mae Smith and Daisy Webb.

Bridge favors were awarded to Mrs. Elizabeth Shaw, Mr. Homer W. Williams, consolation to Mr. H. J. McMahon. Five hundred awards went to Mrs. Walter Mullins, Mr. Frank Pitt, with consolation to Mrs. F. E. Devlin.

Refreshments were in keeping with the occasion. Valentine motifs were carried out in the heart-shaped cakes and ice cream.

The substantial amount realized will be a fine addition to the scholarship fund which Mrs. Negley established when president of the chapter by donating a beautiful pillow of her own handiwork; the sale of which netted \$50.00 as a nucleus for the fund.

The committee assisting Mrs. Negley were: Mesdames H. W. Gunther, Geo. A. Loomis, W. G. Densmore, H. J. McMahon, Geo. Felger, Geo. Beachwood, J. S. Griffith, and Misses Rose Linquist, Ann Johnson, Millie Anderson, Daisy Webb, Helen Rusch, Ruth Fullerton and Florence Hall.

Our regular February meeting was held at the Woman's club house on the 24th. A delicious luncheon was served by the following ladies: Mrs. F. B. Trout, chairman, with Mesdames E. T. Brewster, R. H. Vandenburg, Chas. Levin, R. W. Roper, J. A. Wright, A. H. Goldsbrough, R. V. Bement and Miss Marguerite Glover.

Mrs. F. E. Devlin presided at the business meeting, at which many items of interest were considered, including plans for the new club house.

Mrs. Chris Schmidt reported for the Sunshine Committee, the hospital calls made and announced that Mrs. Harry Hatch and Mrs. W. J. Keen were convalescing nicely and would soon be back in active work.

Mrs. Schmidt was especially honored by the club members who voiced their appreciation of her faithful service in making "sunny" hospital visits.

The Tacoma chapter was delighted to learn that it had won the first prize, \$15.00, awarded in the 1929 membership contest among clubs in the larger cities.

Mrs. R. H. Smith, whose husband is a division engineer, was introduced as a new member.

The sympathy of our club is extended to the family of Mrs. J. N. Parks, whose recent death removed one of our active members. The increasing attendance indicates a fine interest among our large membership.

Austin Chapter

Mrs. C. C. Hartsock, Historian

THE January board meeting was held at the club rooms, 18 members being present. Mrs. H. J. Keck and newly elected officers took charge.

Reports were given by the various chairmen and plans made for the coming year.

The following Tuesday the regular monthly meeting was held with a picnic supper. A large number responded to this, after which a business meeting was held. Community singing and cards closed the evening's entertainment.

January 30th a card party was given at the club rooms. Bridge and "500" were played at 16 tables, A. H. Armstrong winning the prize at Bridge and Earl Stein at "500."

Refreshments were served by the following committee: Mesdames Bert Elson, G. A. Van Dyke, Leonard Jackson, E. Hedges, Bert McGee.

Dubuque Chapter

Mrs. W. O. Wright, Historian

THE members of Dubuque Chapter met in Temple Hall, corner Ninth and Locust streets, for their regular meeting, Thursday evening February 6th, Mrs. W. F. Keefe, president, presiding.

After a business session, the meeting was turned over to Miss Lucille Millar, chairman of the program committee.

A very pretty sketch, "The Wedding of the Painted Doll," was given by Miss Kathleen Jaeger and some of her schoolmates.

We were also delightfully entertained by a reading, "Miss Doleful's Visit," given by Miss Lucille Mary Lonergan.

Following the program, refreshments were served.

A very interesting meeting was held in Temple Hall, Thursday evening, March 6th.

There were 50 members and several guests present.

Mrs. E. H. Johnson reported several new members.

We are pleased to report that the Steamfitters and Helpers Union, Lodge No. 719, is 100 per cent, and the interest they have taken in our club work is greatly appreciated, and we wish to thank them for their generous donation.

The Sunshine Committee has been very active during the past month, making many calls and doing considerable relief work.

A very enjoyable musical program was presented by the Program Committee. Mr. Bill Stafford, of the freight office, delightfully entertained us, and gave us a great surprise as a lady impersonator. He featured the "Dagger Dance," also a very pretty spring dance.

The Misses Plamondon and Schenker gave a song and dance hit, also featuring the Hula dance.

A group of songs by Mr. Lester Schenker was well received.

Little Miss Marion Cox was very sweet in a clog waltz and doll dance.

Delicious refreshments concluded a delightful evening.

Mobridge Chapter

Dora Anderson, Historian

OUR monthly meeting was held on Monday evening, February 24th and was one of the most interesting meetings we have ever had, our only regret was that the weather was so bad that it kept some of our members away.

First of all we want to congratulate Mrs. A. F. Manley, chairman of the housing committee and her able co-workers, on the appearance of our club room which has been transformed into a bower of beauty with lovely new drapes and window shades, new table covers, chairs recovered, new lamp shades and a new rug has been ordered for the floor. Our club room is becoming a popular meeting place for lodge organizations, parties, etc., and the funds derived therefrom help to swell our treasury.

After the business meeting Mrs. G. A. Robison had arranged for a splendid program. Miss Allen, one of our teachers, had some of her pupils put on three dances, the first being a "Russian Dance" by Madelley Bailey, Eleanor Schneider and Ruth Kurt; the second being the popular "Tap and Toe Dance" by Kathryn Douglas, Margaret Doesburg, Kathryn Hawkins, Frieda Hepper and Helene Welch, and the third the "Raggedy Ann and Andy Dance" by Doris Robison, Ruth Mosher, Frances Manley, Vaudys Jencks, Uzerl Witham and Anna Halverson. Following this we enjoyed piano solos by Robert Fuller and James Parkinson and also a piano duet by these two fine young men. Mrs. W. E. Harville gave a very clever and original paper on Safety First, which we hope will appear in our Magazine.

Refreshments were served by the following ladies: Mrs. Beaver, Mrs. Batson, Mrs. Bailey and Mrs. Baum.

On Wednesday evening, February 26th, the social committee with Mrs. Emil Johnson as chairman, and the Mutual Benefit committee with Mrs. Martin Walsh as chairman, sponsored a card party at our club room, eighteen tables playing bridge and grand nulla. Prizes were awarded to Mrs. E. B. Johnson, Hugh Patton, Mr. and Mrs. O. Carsten and Robert Ried.

Marion Chapter

Mrs. J. B. Fosdick, Historian

MRS. CHARLES LeROY, chairman of the Ways and Means Committee, was in charge of a benefit card party given March 1 in the club room. Over one hundred persons

were in attendance and bridge and five hundred were played at twenty-four tables.

Refreshments were served by a committee of which Mrs. L. K. Owen was chairman.

The hostesses were Mrs. LeRoy, Mrs. A. J. Elder, Mrs. Robert Cessford and Mrs. Leming.

The regular meeting for March was preceded by a picnic dinner served at noon and enjoyed by over sixty members and their families.

The regular order of business followed and plans were made for the annual charity ball to be given soon.

Twin City Chapter

Mrs. F. P. Rogers, Historian

OUR annual spring dancing party was held in the ball room of the Merrigold Gardens. More than one thousand Milwaukee employes and their friends enjoyed a delightful evening.

On March 10 a card party was held in the Zinsmaster Baking Company's reception rooms. After a representative of the plant had escorted us through the building, showing us the various processes of bread and doughnut making we repaired to the parlors and enjoyed bridge and five hundred at about twenty tables, until eleven o'clock, at which time the bakery hostesses served us with delicious sandwiches, doughnuts and coffee.

The board met at luncheon in the club rooms at the Milwaukee Depot, February 25, the hostesses were Mes. Kurzeka, Holbrook, Hack, Lamberg, Mueller, Morken and Stanley.

Our Vice-President Mrs. Donchouer, presided in the absence of the President, Mrs. Bannon.

The various chairmen submitted their reports, the membership shows a marked increase.

The regular monthly meeting was held March 3, after a short business meeting was held, we adjourned and enjoyed dancing, as the program chairman had arranged. Refreshments were served.

Ladd Chapter

Mrs. Winifred Ferris, Historian

LADD CHAPTER met in Knauff's Hall, March 5, with Mrs. Chas. Taggart presiding.

A report of the Ways and Means Committee was given by Mrs. Valuono, chairman. The net receipts from the card party given the previous week at this time were \$32.32. The report was accepted.

Mrs. Ingram, Mrs. Kuhl and Mrs. Blake volunteered to serve on the entertainment committee for the April meeting. The meeting adjourned and members present played five hundred and bunco.

Black Hills Chapter

Mrs. Clifford Smith, Historian

THE regular monthly meeting was held at the club rooms, February 10th, with a good attendance, several men being present. Several calls on the sick were made and some welfare work was reported taken care of. After the business meeting cards were played and a delightful lunch was served by Mrs. Fred Diehl and Mrs. C. Whitman. On February 16th, our chapter gave a card party, fourteen tables playing, the proceeds going to our welfare fund. A nice lunch was served and a good time had by all.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

THE regular monthly business meeting was held on Wednesday, February 12, at the Y. M. C. A. building, at 347 South Van Brunt. Mrs. Gus Westman, Mutual Help chairman, gave a report that showed the club was continuing the splendid work of caring for those who needed help.

Mrs. Sam Shrop, chairman Scholarship Fund, reported there was \$108 in the treasury and the club is assisting two boys in their school work. Many of the employes have been ill; however, most of them have returned to their work.

On February 21st the chapter gave a banquet to celebrate the fifth anniversary. There were ninety present and everyone enjoyed the sumptuous dinner. To Mrs. Harry McKinlay, chairman of Menu and Decorations, we extend our gratitude.

The following program was given:

Address of Welcome, Mrs. E. R. Morrison; solo, Springtime in the Rockies, Edwin Biesecker, who was accompanied by Mrs. Bernerd Tennison; talk, Superintendent J. F. Anderson; solo, Mrs. Gene Lord Zimmerman; duet, violin and piano, John and Ruth Dobson; readings, Miss Florence Louthan and Helen McClure; talk, Roundhouse Foreman Mr. David Davis; talk, Mr. Harry H. Harlan; talk, Attorney James H. Nugant; music, Tutt's Orchestra. The singing was led by Mr. Harlan and was greatly enjoyed by all.

While the club sang "Love's Old Sweet Song," very softly and sweetly, the electric lights were turned off and the lighted candles suggested the "Song at Twilight" and "The Flickering Shadows." To all, who so cheerfully assisted on the program, letters of appreciation have been sent.

Madison Chapter

Mrs. H. L. Davy, Historian

THE regular meeting of the chapter was held on Thursday, March 27th. The reports of the officers and chairmen of the committees were read. Letters of thanks were read from members who had received flowers during their illness.

Two of the series of card parties were given this month, with Mrs. Vanderhei acting as chairman of the one given on March 6th and Mrs. Carter, chairman of the party given March 19th. These parties are very popular and our members and their friends enjoy them very much.

The regular board meeting was held in the club room on Monday, March 24th, twelve members were present.

The chapter has sustained a great loss in the death of our esteemed member, Mrs. Frank Lawrence, who passed away on March 13th, after a brief illness with pneumonia. To Mr. Lawrence and the children we extend our sincere sympathy in their great loss.

Our sincere sympathy is also extended to Mrs. Daniel Grady and family in the death of Mr. Grady, who recently passed away after a brief illness with pneumonia.

Perry Chapter

Mrs. John Heinzelman, Historian

IT is a long time since Perry has had anything appear in this department. We have not been idle, however, and the newly installed officers have tentative plans in mind for many splendid activities to be sponsored during the next few months.

Our president, Mrs. Hansen, has arranged that each alternate meeting this year will be an evening meeting. This will give those who cannot come afternoons a chance to attend.

The second Friday Kensington and fourth Friday bridge parties are proving very popular social gatherings and are being well attended each month.

A benefit bridge party held January 23 was a success, everyone present reported a good time and expressed a desire for more parties of that nature. Mrs. Geo. Taylor, who is chairman of the Ways and Means committee, and her assistants, served refreshments and made all other arrangements.

At our March meeting we established a cradle roll for the children of all railroad families regardless of whether or not the parents are members of the club. The intention is to send each child a greeting card on each birthday up to the fifth. Mrs. Ray Hickey is chairman of this department.

Miss Ruby Eckman, Miss Aliee Bowman, Miss Catherine Howe, Mrs. Irene Dillon and Mrs. Everett Buckley were the five young women who had charge of the membership campaign in January and February. It resulted in a large list of new members as well as the renewal of many of the old members. A vote of thanks was given to them in appreciation for their work.

Our business meeting held April 9th was of especial interest. There was a good attendance, several important business items taken care of and Mrs. Irving Chubbuck prepared a very pleasing musical program for our entertainment.

A new feature of vital interest will be the club's part in the Safety First department. No particular outline was given at this meeting but it will be ready and in working order for our next meeting. Mrs. J. S. Evans was appointed chairman and will have full charge. Refreshments were served at the close of the meeting by Mrs. Davis, Mrs. Peterson and Mrs. Rathman. Mrs. Clarence Green won the door prize at this meeting.

It was with regret that we learned of the bereavement in the C. A. Trask family and offer them our sincere sympathy in the loss of their son Recal, who died in Denver, Colo., April 8, 1930.

Portage Chapter

Elizabeth Bloomfield, Historian

SECOND on our list of social events was a six o'clock dinner on February 5, which was attended by many of the men, contributing members and others; who seemed to relish the good food served by the committee, with Mrs. H. Ambrose and Mrs. W. Scott as chairmen. After the dinner bridge and euchre were played, and the ladies, as usual, were the high score winners.

At this season of the year, with so many on the sick list, and in need of sympathy, the Sunshine Committee has surely been busy. A report read at our last meeting, February 8, showed that eight cases of illness in hospitals had been sent flowers, fruit and magazines; besides the committee and assistants had made twenty personal calls, fifteen telephone calls and sent cards and letters of good cheer to many others.

A successful and enjoyable Valentine's Day bridge was given by the club, seventeen tables



Gladys, Daughter of I. & M. Division Baggage man Harry F. Lowe

being played, in which several individual parties were included. Acting as hostesses to friends were: Mrs. A. Budjien, Mrs. F. P. Ryan, Mrs. R. C. Curtis, Mrs. A. H. Frick, Mrs. Meller and others. Mrs. L. Murrells and Mrs. D. Brown sponsoring the party are to be congratulated on their efficiency in every detail.

The Railroad Boy Scout troop has grown in number and activities, so much so, that a larger meeting place had to be found for sports. Two of the members of the Kiwanis Club, with Scout Master Erickson, called on the school board and that body, by unanimous vote, consented to allow the use of the high school gymnasium one night each week, because the Boy Scout work is largely educational.

As a little remembrance the club members sent valentines to Mrs. R. C. Dodds, formerly of this city, now of Perry, Iowa, who with her son, Robert, is spending the winter months in Phoenix, Arizona. In her acknowledgment of same, we are pleased to note, that she speaks of returning home soon and that her visit south has been both restful and beneficial.

Tomah Chapter

Mrs. Herman Lahnke, Historian

LISTEN, sister members, one never knows when they undertake things what the results will be. Since our last writing we have had a number of successful undertakings. The first, our annual supper given free to all Milwaukee Railroad members and their families.

After serving we disposed of our grab bag donated by members, which netted us \$10.10.

Our next undertaking was a play, "How The Club Was Formed," sponsored by the club and directed by our worthy President Mrs. Wm. Brown. It sure was a big success and we cleared \$48.70.

On February 21 we held our annual dance, at this time our prize quilt was raffled. Mrs. Wm. Rehberg held 86, the lucky number. Our dance was a big success, both financially and socially. All reported a very nice time. We cleared \$103.22 to add to our treasury, which we sure needed as we have had considerable sickness among our members in the past two months, 22 sunshine cases and four relief cases.

We feel proud of the fact that we have our contributing members with us and know they stand by us, as we have gone over the top. We now have 132 contributing members.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE Merrill members of the club entertained the chapter on February 24th. Nineteen Wausau ladies, two of Wisconsin Rapids and six from Tomahawk went up by train and thirteen arrived in motors. A delicious luncheon was served at 1:00 P. M., in the home of Mrs. J. L. Truax. Auction bridge and five hundred formed the afternoon's entertainment.

While there, a family in need was investigated and help extended. Several calls were made to secure new members.

The public card party was held February 25, with tables for bridge, five hundred and schafskopf. Prizes were awarded and lunch was served. The \$5.00 gold piece was won by Mr. Otto Winters, a brakeman at Merrill. A tidy sum was realized from the sale of the tickets.

The club grieves with two of its members, Miss Ella Goddard and Mrs. Clifford Atkinson in the loss of their father. Mrs. Atkinson is better known as Lillian of the Wisconsin Valley notes.

The Sunshine Committee has had occasion to dispel gloom. Mrs. Felix Slomski was in the hospital with a broken ankle. Mrs. Phillip Lennert has undergone a major operation at

the hospital and Miss Ella Goddard was seriously ill at home.

An executive board meeting was held March 5. Tentative plans were made to have a luncheon for out-of-town members.

Miles City Chapter

Edith Petterson, Historian

THE February meeting was held on the 28th with fifty-five members in attendance. Routine business was taken care of and plans made for various events to take place in the near future. Reports on Welfare revealed that approximately \$125.00 was spent during February to aid the needy. The business portion was interspersed with the following program: Piano solo by Jeanne Morgan; pianologue, Bernice Runyan, accompanied by her mother Mrs. T. F. Runyan. After the close of the meeting refreshments were served by a committee consisting of Mrs. Carl Krutt, Mrs. Elmer Huff, Mrs. P. J. Burns, Mrs. J. H. Essex, Mrs. J. Wolf and Mrs. E. Pettersen.

Another of the monthly card parties was given during February, this time sponsored by the Housing committee of which Mrs. J. V. Anderson is chairman. Clever decorations and refreshments in keeping with Washington's Birthday drew the praise of the players.

The Sunshine committee, Mrs. L. P. Nimbar, chairman, were hostesses at the March card party given at the club house, at which decorations and refreshments developed the St. Patrick's Day theme.

At each of these parties twenty tables of bridge were in play and it is indeed gratifying to have so many of the local residents who are not of the Milwaukee family, patronize these entertainments, funds from which are used in the mutual benefit work. No tickets are sold beforehand but a member of the club will sponsor a table and invite whoever she wishes to fill it.

At the regular meeting held March 28th, Miss Etta Lindskog, Secretary-General of the club, was a distinguished visitor and made an interesting address on the work being done all over the system by the organization. Mrs. Kendall, First Vice-President-General, was expected to be here, but due to a delay did not arrive in time for the session. There were more than 100 women present at the meeting. Safety First was stressed by our president, Mrs. Gillick, bringing out the important part women can have in this great movement and especially in teaching children to be cautious at crossings. Plans were developed for the annual dance to be held Easter Monday in the Auditorium, and tickets for same were distributed.

An invitation from the Mobridge Club to attend their April meeting, was read and it is expected a number of the women will attend.

A delightful program was given by some of the younger members of the Milwaukee family—Mary Katherine Kelly and Audrey O'Connor giving a vocal and piano number; Bernice O'Connor a reading, "In Mother's Day," and a clever dance by little Phyllis Gilmore. A beautiful big doll which has been dressed by Mrs. W. N. Ross and Mrs. H. L. Pitner, was displayed at the meeting and won the admiration of everyone. They have made a complete wardrobe containing every imaginable garment, and it is planned to raffle off the doll and wardrobe near the holiday season, the proceeds to be used in the chapter charity work during the Christmas season.

Mrs. T. F. Runyan has consented to act as our pianist.

A delicious lunch was served by the committee of hostesses, Mrs. T. E. Corbett, Mrs. W. N. Ross, Mrs. B. W. Goggins, Mrs. M. Hatch, Mrs. J. Lynam and Mrs. Bert Johnson.

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

ON Tuesday, April 8th the members of Deer Lodge Chapter held their regular monthly meeting. The change of date, from the first Monday in the month was to accommodate Mrs. Carpenter Kendall and Miss Lindskog who were to be in Deer Lodge on that date.

The honor guests and a goodly number of the club members enjoyed a dinner at the Deer Lodge Hotel, retiring to the club house at eight o'clock. Our president, Mrs. S. B. Winn, presided at the meeting. After the regular order of business Mrs. Kendall and Miss Lindskog addressed the club.

Mrs. Kendall urged that the members be never tiring in their efforts to relieve distress, to bring cheer and happiness to any Milwaukee family within the jurisdiction of this chapter. She assured the members that the governing board was ever ready to assist this chapter financially in case our own funds are insufficient to carry on the work.

Under the direction of Mrs. Erma Bagley an entertaining program was enjoyed. Mrs. Harry Arnold and Mr. Wallis Jones sang very pleasing numbers. Miss Betty Horning and Miss Shirley Schreiber played several selections on the piano.

At the close of the evening a delicious lunch was served by the committee.

It was a pleasure to have Miss Lindskog and Mrs. Kendall with us and it is hoped that they visit the chapter often.

Deer Lodge Chapter held a regular monthly meeting on March 10th. Plans were made for a series of card parties. The first one to be held Saturday, March 22nd.

Miss Hale gave two delightful readings. Miss Joyce Roberts favored the club with a violin solo. Her sister Jennie accompanied at the piano. A piano solo was played by Miss Julia Phelps.

Refreshments were served and for the remainder of the evening several hands of bridge were enjoyed.

Seattle Chapter

Mrs. W. L. Lyons, Historian

THOSE who were absent from the meeting of March 14th missed a very rare treat. The artistic decoration (ST. PATRICK) effect, of the club room and the arrangement of the tables, with ropes of natural ivy and uniquely folded napkins, surpassed any former occasion. Mrs. Barkley and assistants did it.

At the business session it was decided to suspend flowers for the sick, because of the heavy demand on the treasury, and substitute GOOD CHEER cards printed and signed The C. M. St. P. & P. Women's Club. This, it was agreed, would come within the scope of all, and be very acceptable.

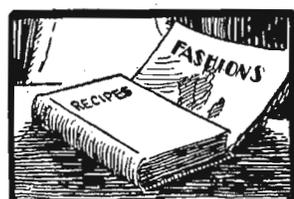
Unfinished business left over from the previous session was cleared up and the meeting adjourned with a clear slate.

The meeting scheduled for April 11th was changed to April 2nd, to meet Mrs. Kendall and Miss Lindskog, who had arranged to address the Seattle Chapter on that date. The distinguished officers, after paying tribute to the large attendance and floral decorations, commented on the success of the Seattle Chapter, also explained several features that could be improved upon, and which was concurred in by the members present.

The editor explained, in response to a question, that owing to the heavy volume of matter sent the Magazine, space was inadequate, which resulted in many items being omitted, whereupon ye scribe pledged to be brief and make room for others.



AT HOME



For Late Spring and Early Summer

Elinor

OCCASIONALLY now, we have a day or two that gives us a glimpse of summer weather and on those days youth is apt to rush the season by coming out in light dresses, sport shoes and even swimming suits (it is a great honor to be the first to take a dip in Lake Michigan each spring).

It is those lovely warm days which breed dissatisfaction in our hearts because our old outfits are worn and musty, like a house shut up for the winter. We have, perhaps, an early spring suit and a light-weight tweed dress but even those are too heavy now. What we need is a new light-weight coat—a black silk crepe one with fitted lines, a belt at the natural waistline and a jabot collar. Then for dress and street wear we must have a black panama-hat. For gloves let us get either beige or grey suede slip-ons with cuffs that crush down over the wrist. Black, dull kid pumps complete the external requirements. Perhaps we would like a pussy willow silk dress of black with a yellow design to wear with the coat as an ensemble.

The print with the dark background which redeemed the winter wardrobe in early spring is giving place to lighter colored prints. The stores seem to have an endless display of beautiful soft greens, greys, powder blues and yellows and the usual flower prints, except that in these last the designs are a bit larger than heretofore. Chiffon again takes its place among fashion's favorite materials and Paris has introduced pastel colored satins for late afternoon and informal evening wear. Furthermore, a wardrobe for summer that does not include a lace dress lacks one of the essentials for this season.

A "formal" of baby blue lace with a long, full skirt finished with a border of delicate pink lace and trimmed with a large pink and blue ribbon flower makes a Frenchy looking late spring gown. Speaking of spring "formals" reminds me of an exquisite white taffeta that I saw not long ago. The material was embroidered with flowers made of gold thread and the entire dress was made by hand. The foundation dress was medium length and very tight. Circular pieces started very narrow at the front and became wide and long at the back, making the back very full and resembling a bustle. The bodice at the back was cut in an extreme V and fastened in the center back at the waistline with four hooks which were covered with a corsage of artificial flowers.

But this is a digression and we can't wear "formals" morning, afternoon and evening. However, the trend of formal clothes toward the more elaborate is reflected in informal clothes. Dresses, jewelry and wraps are taking on a much more feminine aspect than they have had for several years. Sport clothes and



Four-Year-Old Son of Mrs. Marion Castill, P. B. X. Operator, St. Paul. He won first prize as the most beautiful boy in a recent contest.



Virginia, Daughter of Section Foreman G. Jacobs, Pukwana, S. D.



Marilyn June, Daughter of K. C. Division Brakeman Kenneth Wittenmyer

suits are no longer the plain, tailored, business-woman type. They are marked by longer circular skirts, blouses with frilly collars and jabots and coats which are fitted and often belted. The trimmings that began in the late winter in the form of bows have enlarged their scope to include laces and ribbons.

For those who spend many of their summer hours at the beach, fashion has designed beautiful beach pajama outfits, some of figured linen with plain tuck-in blouses of jersey and trousers and jacket

of the linen, and others of bright satins with wide trousers and belted coats.

Hats of the turban type are giving place to those with poke brims or with no brim in the front and long ones at the sides and back.

Two-toned sport shoes made dressy by the Cuban or high heel, have a place more prominent than ever this year.

Any details of the outfit must be more elaborate. Sleeves must be loose and unusual if possible; necklines must be made soft by drapery or collar; everything accentuates the curve rather than the straight line. It seems that we are getting back to old fashions, but it is not that. We are simply choosing the beauties of years ago and combining them with the comfort of today.

In short, what we must aim at if we would be up with the last word in fashion, is more femininity expressed by elaborate materials, trimmings and accessories. Fashion does not require that every woman accept the extremes of the mode, but at least she should accept the trend of the styles insofar as her type is able to, and still look her best.

The Patterns

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

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

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

6526. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size with long sleeves requires 6 yards 35 inches wide or wider. If the dress is made without sleeves it will require $5\frac{1}{4}$ yards. The ribbon bow requires $1\frac{1}{2}$ yards. The width of the foundation skirt at the lower edge is $1\frac{1}{4}$ yards. Price 12c.

6797. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires $4\frac{1}{2}$ yards of 39-inch material. For contrasting material $\frac{1}{8}$ yard is required cut crosswise. Price 12c.

6798. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires $3\frac{3}{4}$ yards of 39-inch material. The bow at the shoulder requires $1\frac{3}{4}$ yards of ribbon. Price 12c.

6805. Ladies' House Frock. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires $3\frac{3}{8}$ yards of material 32 inches wide. For facing of contrasting material $\frac{1}{8}$ yard 32 inches wide is required, cut lengthwise. To finish with bias binding requires $4\frac{3}{4}$ yards $1\frac{1}{2}$ inches wide. Price 12c.

6807. Ladies' Slip. Cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches, bust measure. A medium

size requires 2¾ yards of 39-inch material. To finish the lower edge with lace requires 2¼ yards. To finish with bias binding requires 2¾ yards 1½ inches wide. Price 12c.

6810. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 12-year size requires 3 yards of material 35 inches wide. To finish with bias binding requires 6¾ yards 1½ inches wide. Bertha collar of contrasting material requires ¾ yard. Price 12c.

6566. Child's Rompers. Cut in 3 sizes: 6 months, 1 and 2 years. A 2-year size with long sleeves requires 1½ yards of 32-inch material. Without sleeves ¾ yard less is required. Price 12c.

6818. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 4-year size requires 1¾ yards of material 32 inches wide. For contrasting material ¾ yard 32 inches wide cut crosswise is required. Price 12c.

Good Things to Eat

Swedish Meat Balls—One pound of beef cut from lower side of the round. Finely chop. Add one-half cup bread crumbs and one egg, slightly

beaten. Season with salt, pepper and a dash of nutmeg. Shape into balls, cover and let stand one hour. Three slices of fat salt pork cut in squares and fried. Place the meat balls in the pork fat and brown. Make a brown gravy with two tablespoons of butter, melted, two tablespoons of flour, to which add, after blending, one and three-fourths cups of brown stock, pouring on gradually. Bring to the boil and add salt and pepper. Add the meat balls to this, cover and let simmer one and one-half hours. These meat balls are nice served with dumplings.

Braised Beef—Try out two thin slices of fat salt pork. Dredge three-pound piece of beef from the lower part of the round with flour, sprinkle with salt and pepper and brown the entire surface in the pork fat. Place in an earthen pudding dish or casserole and surround with one-half cup each of diced carrots, turnips, onions and celery. Add one-half teaspoon of peppercorns or dust with black pepper, salt and three cups of boiling water. Cover closely and bake four hours in a very slow oven. Throughout the baking, the liquid should be kept below the boiling point. Serve with horseradish sauce.

Horseradish Sauce—Cook together in double boiler twenty minutes, three tablespoons of cracker crumbs, one-third cup grated horseradish root and one and one-half cups milk. Then add three tablespoons of butter, one-half teaspoon salt and one-eighth teaspoon pepper.

Minuten Fleisch—One and one-half pounds of veal cut in thin slices and pounded until one-fourth of an inch thick. Before cooking, cut in pieces for serving. Sprinkle with salt and pepper, place in a baking pan and pour over two-thirds of a cup of wine vinegar. Let stand thirty minutes. Drain, dip in flour, arrange in buttered pans. Pour over one and one-third cups of brown stock or water, juice of one lemon and the liquid in which the meat was marinated. Cover and cook slowly until the meat is tender. Remove to serving dish and pour over the essence remaining in the pan.

Banana Fritters—Make a fritter batter of one cup flour, one-fourth teaspoon salt, two-thirds cup milk, yolks of two eggs, beaten until thick, and one tablespoon melted butter. Lastly, add the whites of the eggs beaten until stiff.

Remove the skins from four bananas, scrape and cut in halves lengthwise and then cut crosswise. Sprinkle with powdered sugar and one-half tablespoon of lemon juice. Cover and let stand thirty minutes. Drain, dip in batter and fry in deep fat. These are nice with any of the foregoing meat recipes.



How to Keep from Growing Old

ALWAYS drive fast 'out of alleys. You might hit a policeman. There's no telling.

Always race with locomotives to crossings. Engineers like it. It breaks the monotony of their jobs.

Always pass the car ahead on curves or turns. Don't use your horn because it might unnerve the other fellow and cause him to turn out too far.

Demand half the road—the middle half. Insist on your rights.

Always lock your brakes when skidding. It makes the job more artistic. Often you can even turn clear around.

Always drive close to pedestrians in wet weather. Dry cleaners will erect a monument to your memory.

Never sound your horn on the road. Save it until late at night for a door-bell. Few homes have guns.

Always try to pass cars on hills when it is possible. It shows your bus has more power and you can turn somewhere surely if you meet another car at the top.

Take the shortest route around blind left-hand turns. The other fellow can take care of himself if you can.

Never look around when you back up. There never is anything behind your automobile.

A few shots of booze will enable you to make your car do real stunts. For permanent results quaff often and deeply of the flowing bowl before taking the wheel.

Drive as fast as you can on wet pavements. There is always something to stop you if you lose control—often a heavy truck or a plate glass window.

Never yield the road to the car behind. The driver may be a bootlegger being pursued.

New drivers should be shown how to drive fast in heavy traffic. It gives them the experience every motorist should have.

Always speed. It looks as though you are a man of pep even though an amateur driver.

Never stop, look or listen at railroad crossings. It consumes valuable time and besides, nobody believes in signs.

In wet weather always drive in the trolley tracks. It's much smoother going.

SPECIAL COMMENDATION



Those of Us Who Do G. P. F.

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

Yardmaster L. Gardner, Galewood, Ill., while inspecting a car just received from The Belt R. R., discovered a case of severe rough handling and badly damaged shipment which had occurred before delivery to our line. By prompt report of the case this company was saved a heavy claim for damages.

Operator O. D. Latto, Sumner, Washington, while train 264 was passing his station April 6th, saw a car of ties in bad order, one of the ties slipping out. He promptly reported this to the dispatcher and train was stopped at next station while the tie was replaced properly.

Yard Clerk William Bishop, Bensenville, Ill., reported carload of wood-working machinery received from connecting line, received in bad order, and by making proper notation on waybill, saved this company claim for damage.

Terre Haute Division Conductor Wm. Bastian made report of discovery of broken rail north of Meeks, while on train No. 84, March 20th.

Coast Division Brakeman John A. Adams, Bellingham, Wash., discovered a broken flange on car in train No. 91, March 15th.

Kansas City Division Fireman E. Milburn, on No. 3, March 22nd, at the time of Engineer Robinson's sudden death on the engine between Lawson and Excelsior Springs, took charge and handled the train into Excelsior Springs. The discovery of Mr. Robinson's death with his hand on the throttle was made just in time for Fireman Milburn to stop for train No. 95's flag. The efficient manner in which Mr. Milburn acted on this regrettable occasion indicates capability to meet any emergency.

Mrs. Helen Levy of Port Angeles, recently lost a suit case while traveling on an Olympic Division train, which, through the efforts of Conductor Babb, was restored to her intact. Mrs. Levy wrote a letter of acknowledgment and appreciation to Superintendent Sawyer. Mr. Sawyer's reply to Mrs. Levy indicates the spirit prevailing on the Olympic Division. He says: "We all try to be good neighbors and to conduct ourselves in accordance with the Golden Rule. I am very glad to know that Mr. Babb has been so successful."

Through the careful observance on the part of Mr. Wm. McCarthy he discovered a brake beam dragging on a car in train No. 94. He succeeded in getting the car stopped in time to prevent what might have resulted in a serious accident.

Brakeman Ed Gill on No. 264, March 30th, discovered broken truck on St. P. 201511 when the train was moving at a high rate of speed and succeeded in getting the train stopped so there was no damage to the track. Although it was necessary to pick the car up with the steam derrick, the train was moved into Milwaukee on time, and without incurring overtime. Mr. Gill is to be commended for this efficient handling.

Operator J. P. Collins is to be commended on his watchfulness. He discovered a hot box on a car in train No. 60, April 5th, when it was at Emmetsburg. The day was very windy and dirt was blowing and the hot box would have been hard to detect by the crew.

CHIEF CLERK HARRY KINNEY in the freight office at Mason City is credited with influencing the sale of four tickets to Chicago.

Through the efforts of Yard Foreman James Woonas at Mason City, six tickets to Chicago were sold. This party had been nearly tied up with a competing line and it was only because of Mr. Woonas' interest that we got the business.

Yard Clerk Robert Radtke at Milwaukee is credited by the Traffic Department, account influencing a carload of business to Madison, Wisconsin.

Yard Clerk Frank Wallace at Milwaukee reports securing another carload from the northwest to Milwaukee.

Mr. R. E. Risberg in the River Division dispatcher's office, Minneapolis, has been complimented by the Traffic Department for turning in information that produced the sale of a ticket from Minneapolis to Chicago.

Hans Sorenson, wrecking engineer, should be commended for the special interest shown in securing two passengers from Chicago to Des Moines and return, via the Milwaukee Road. These two young ladies were contemplating taking a competing road, but after being told by Mr. Sorenson of the wonderful service afforded on our new No. 7, they decided to patronize our road and were very enthusiastic over their trip.

Wisconsin Valley Division Business Getters

It was brought to our attention that Frank Voeltzke, warehouse foreman, solicited the Marathon Shoe Company at Wausau, and secured a shipment of 21 cases of shoes, destined to Louisville, Ky., and also a number of other shipments of shoes to Longview, Wash., Milwaukee, Galveston, Texas, Klamath Falls, Ore.

W. R. Billington solicited the Marathon Lumber Company and secured the promise of a carload of lumber from the coast to Wausau.

Mr. James Smith solicited the new representative of the Sieberling Rubber Co. and secured for our line one car of automobile tires for the Volkman Tire House at Wausau.

Conductor D. Callahan noticed a car billed to Rochester, N. Y., no junction. This matter was called to the attention of the division officers and we secured the routing via Delmar.

Through the efforts of Yard Foreman Frank Matthes the Sears Roebuck Company located their warehouse for roofing on our tracks. This will undoubtedly give our line an advantage in handling business into Chicago.

A carload of lumber was handled by our yard conductor, W. R. Billington, for Curtis and Yale Co., and Mr. Billington noticed that the car was shipped by the Shevlin Dixon Company, Bend, Ore., and delivered to us at Minnesota Transfer for movement to Wausau. This matter was taken up with Mr. Clark by Mr. Billington and all future shipments will be given more of a long haul on our line.

Conductor T. H. McCarthy secured information for a passenger which resulted in the person traveling over our line from Helena, Montana, to Wisconsin Rapids.

Mr. A. W. Warner, train dispatcher, is still active in soliciting business and just recently in conversation with a Wausau storekeeper found

that he was frequently making trips to Evanston, Ill., and was using the C. & N. W. Mr. Warner explained the sleeping car service we have between Wausau and Milwaukee and the convenient electric line between Milwaukee and Evanston, and secured the promise of this person to use our line hereafter when making trips to Evanston.

Mr. Joe Fries was successful in securing some business from the Merrill Woodenware Co. and solicitations on his part have increased our earnings at Merrill.

Mrs. W. R. Billington solicited some passenger business and succeeded in securing two fares to California, using the Milwaukee road as far as possible. Interest of this kind is very much appreciated.

Dubuque Division E. L. S.

CONDUCTOR WM. A. CUTTING, who had run a train on this division for fifty years, passed away at his home in LaCrosse, March 22, after a lingering illness, at the age of 74 years. His funeral was held from the home at 2 p. m., March 25, and interment made in La Crosse cemetery. Honorary pall bearers were Dubuque Division Conductors J. D. Welsh, R. H. Kearney, J. M. Cassidy, A. E. Bock and J. S. Kinder, also C. B. & Q. Conductor W. A. Nutting. Masonic funeral rites were conducted at the graveside. A very large number of friends and associates attended.

We are sorry that Mr. Cutting did not live to see the write-up of his retirement from service which appeared in the April issue of the Magazine. Little can be added to it, except that he will be held in loving remembrance for some time to come by all who knew him.

Sincere sympathy is extended to his bereaved family left to mourn him.

Engineer John J. Barker, who has been ill for some time at the home of his son Frank M., is again able to be out. He retired on pension during March at the age of 81 years.

We were sorry to lose our Roadmaster L. Guinn who has returned to his position as general extra gang foreman, now in charge of surfacing near Davenport. We welcome Roy Minton as the new roadmaster, who came to us from the Wisconsin Valley Division.

The chief dispatcher has been making some flying trips these nice days. Not long ago he went to Davenport in one hour and 20 minutes. If you think that isn't speedy, try making it with your car some time. It takes a Buick to do that, doesn't it, E. J. C.?

K. A. Laugen, third trick operator at Gordon's Ferry, was absent for a week the first part of April. He was at his home in Isinours and also at Minneapolis, understand. Wonder what the attraction is at Minneapolis? B. F. Ottoway of Green Island relieved him.

C. W. Petters, agent at Guttenberg, was relieved April 7, for a couple of weeks. Second Trick Operator Degnan relieved him and Geo. P. Yohe of Clayton, working second trick. F. W. Gassman working third trick at Specht's Ferry while Yohe is at Guttenberg.

W. J. Rellihan, second trick operator, Turkey River, was absent for two days, first part of April on account of having a very bad cold. E. C. Ferris at Caledonia relieved him.

ON THE STEEL TRAIL

Northern District Car Department

M. J. K.

HELLO, everybody! Here we are as we promised last month.

March 7th, at Minneapolis, our Car Department wrecking car crane and derrick was brought into use to lift the 63-ton circular vault door that was shipped crated from the factory at Canton, Ohio, to Minneapolis, over the Milwaukee Railroad. The huge door, when mounted, will be on roller and ball bearings and will swing at the entrance to the safety deposit vaults of The Minnesota Loan and Trust Company in the new Northwestern Bank Building. Our wrecking crew deserves credit for this splendid work, especially because of the good advertisement given the Milwaukee.

Horrors! A very unwelcome visitor March 12th—a little black and white furred animal.

Spring is here again and, as usual, brings "Spring Fever." It's a good thing for the Safety Department that this is only an affliction and not classed as an injury, because most of us get it. For some, thoughts of the first baseball game have a curative effect—to others, pleasant thoughts of vacations make us snap out of it.

"California, Here I Come" has been Grace Tuttle's favorite song for the past three years and April 10th she again left on a trip by rail and water to Los Angeles and Frisco. Bon voyage, Grace!

We all appreciate vacations and the pass privileges.

Hugh Cork, machine helper in the mill since 1887, passed away March 24th. We extend sincere sympathy to the three daughters who survive.

J. Hemsey, district safety inspector, visited Minneapolis, March 10 and 11.

Arline Swanson, talented daughter of District Master Car Builder F. J. Swanson, gave several very enjoyable readings at the last meeting of The Milwaukee Women's Club.

Smiling Jimmie Mehan visited Minneapolis, March 14 and 27. Hope you come again, "Jim."

April 11th—the first straw hat in evidence this season.

Mrs. Karl Grossmann, the former Kathleen Penny, of our Minneapolis office, remembered us with a newsy letter and greetings from Kansas City.

G. Larson's "Montana Seal" coat has been put on the shelf until next winter.

Mr. Charles Petran was a caller at Minneapolis shops. You seem to be getting younger every day. How do you do it, "Charles"—give us the secret.

At St. Paul: Henry Einfeldt came out of his winter hibernation and paid the new yard a short visit. He will be back on the job soon if this balmy weather continues.

Car Inspector Charles Anderson was called to New Ulm on account of the illness of his aged mother.

Gust Miller, car oiler, on leave of absence, is making a trip to Fort Worth, Texas.

At Aberdeen: Tom Beigler, drill press man, recently returned from a two-months' vacation

spent at St. Petersburg, Florida. He was accompanied by his wife and son, Joe. He states that hunting wasn't so very good, but fishing—the same old story, he caught some big ones.



One of the Big Ones

With spring just around the corner comes the organization of a Milwaukee Diamond Ball Team to compete in the city league. Plans at this time are to have a Car Department team and as we have some experienced players we should make things interesting for our opponents.

Car Foreman Tschohl returned Wednesday, March 12, from Minneapolis, where he spent a day in the interest of a waste picker.

J. B. Johnson, inspector in train yards, is convalescing from an attack of pneumonia. We are glad to hear he expects to be back on the job April 1.

Mrs. George Finley and daughter, Anne, are planning a trip to Memphis, Tenn.

Mrs. Frank Tschohl left for Chicago to accompany her aged father back to Aberdeen, where he will make his future home.

Little Lorraine Mundy and brother, Patrick, Jr., children of Carman Pat Mundy, will leave this week for Kimball, where they are to take part in the Legion show at that station.

Carman James Blewett returned to work after being off duty for three months account of undergoing an operation at Rochester.

Jake Mardjan, laborer, is in Milwaukee at present, where he is visiting relatives.

Car Foreman Tschohl and Carman Charles Miller have been inspecting and carding cars for loading the past week at Bath, Webster, Waubay and Summit.

Charles Wilhelm, inspector, recently returned from Omaha, where he had a cataract removed from his eye. We are sorry to learn that his vision is still impaired considerably, but hope to see him on the job again, soon.

Following message from District Master Car Builder F. J. Swanson:

"The Northern District, composed of 710 men has gone since January 14 without a reportable or lost time injury this year. South Minneapolis shops, with an organization of 353 men, has gone since August 14, last year, without a lost time or reportable injury. Keep up the good work, boys—let's make the rest of the

year a clean slate with the slogan: 'No more injuries for year of 1930.' Appreciate your co-operation and help in putting this over."

Milwaukee Terminals

Ann

SPRING is here and so is the well-known fever—but by the looks of things we are all bubbling over with pep.

The new yards are gradually taking form and swarms of men are lining up new tracks. Camp cars for these men have been repaired at the new car shops.

Local chairman of the B. of R. T. John Casat has announced that his son is now working for J. G. Wetherall as tape-man in the Milwaukee Grade Separation Department. Another good addition to the Milwaukee Road family.

Superintendent N. A. Ryan is conducting yardmasters' efficiency meetings to great advantage at different times and places.

We hear that Switchman Henry Shaw is George Washington the Second, he always tells the truth. How about it, Hank?

Have you seen the bottle (milk bottle) that Charlie Stammer carries around with him?

Chief Yard Caller Ben Schwartz has a brand new wrist watch. Kindly take notice the next time you see Ben.

General Yardmaster J. J. Schuh was the best of them all in his recent minstrel show presentation. Of course John didn't have to use any coloring.

A. O. Smith is again shipping pipe very actively.

We made a dandy showing in March relative to personal injuries. No lost time and no reportable injuries. That's a record.

Con Quirk has been promoted to assistant yardmaster at A. O. Smith's plant. Keep up the good work, Con.

Fred Mallas and John Loftus have been assigned to take care of the gravel work at Washington, Iowa.

A new passenger train, No. 26, leaving Milwaukee at 11:45 a. m. for Chicago, means more business for us and should bring in good additional revenue.

Switchman Morris Hennessey has been with the company for fifty years or more and is as spry as ever and promises to use Safety First as his continual watchword.

Mr. Autrin of Chestnut Street took a thirty-day trip to California recently.

One of the porters at the Union Depot is going to be solicited to wait on Johnnie Schuh during noon hour so that he can have his coffee poured, cream and sugar stirred well before drinking.

Tom Callahan has been promoted from the section forces to staff surveyor. We realize, of course, that this is a very, very important position and wish to congratulate Tom on this advancement.

Max Polcyn is in the wrecking business as a side line, specializing in accessories and parts for all makes of limousines. Business may be well at present, but we wish Max better luck in the future.

Frank Klima is intending to write a letter to the electric company for the commotion they caused on April 1.

Now that the bowling season is over, Frank Stubbe will have more peace from his fellow bowlers.

Assistant Superintendent C. A. Bush won the bet on the 8610 with the booster, 2810 tons up Lake Hill with 83 cars in 25 minutes. The bet cost J. M. Calligan a box of cigars. Calligan knew the hill, but he did not know the engine.

Ed Brock and Tom Roach are the best of pals now again. Peace sure is a wonderful thing, isn't it, boys?

Major Hoople of the shops promised some interesting items for this column, but as usual the major didn't get up in time. Do not fail us next time, major.

I. & M. Items

M. G. B.

GETTING out this column is no picnic.

If we print jokes people say we are silly.

If we don't they say we are too serious.

If we clip things from other magazines

We are too lazy to write them ourselves;

If we don't we are stuck on our own stuff.

If we stick close to the job all day

We ought to be out hunting up news

If we do get out and try to hustle,

We ought to be on the job in the office.

If we don't print contributions,

We don't appreciate true genius;

If we do print them the column is filled

with junk

If we make a change in the other fellow's

write-up we are too critical;

If we don't we are asleep.

NOW! like as not some guy will say

We swiped this from some other magazine.

WE DID!

John Inman, conductor, passed away at Marquette, Tuesday, March 25. Death was due to heart disease. He was born May 29, 1870, and began work for the Milwaukee November 25, 1892. He was formerly a resident of Mason City, but has recently lived at Sanborn. He is survived by his widow, two daughters and one son. Sympathy is extended to his family.

Wm. Findlay, machinist at the Mason City roundhouse, was called to Heron Lake, Minn., March 27th on account of death in his family.

Tony Pappas, roundhouse employe at Mason City, is on the job for the company. He recently secured six fares to New York City.

Mr. W. F. Ingraham took a few days' vacation about the middle of March and made a trip to Chicago and Libertyville.

The family of C. E. Ring, division accountant at Mason City, is quarantined with scarlet fever. We hope that they will soon be on the road to recovery and Mr. Rings' period of bachelorhood will be brief.

When Eddie, Jay, Walter and six or seven other members of our youthful clerks started to raise mustaches, we were obliged to go to the dictionary to find out the exact meaning of mustache. We find that it is defined as "hair on upper lip." It will be noted it says "hair," but does not specify how many. That, you understand, gives the boys the break, they can have a mustache without having more than half a dozen hairs.

W. H. Woodhouse reports that the Southern Pacific is putting on \$5,000 worth of busses near Seattle.

An interesting Claim Prevention meeting was held at Sanborn, March 20th. There were 39 employes present.

We still believe in Santa Claus! Happened to go down to the Store Department March 21st and found a nice big cake that someone had baked for Art's birthday. Congratulations!

Carter Thoma and Ralph Joynt have a brand new duet to sing now, the title is "Oh, Where, Oh Where Will We Sleep Tonight?"

A. E. Johnson and family from Spencer spent the week-end of April 6th visiting friends at Mason City. We are glad to learn Mrs. Johnson is rapidly recovering from her serious operation for goitre.

A. L. Kirby called on us the first week in April. Glad to see you out again, Al. Hope you can soon throw away the crutches.

Francis McDonald, dispatcher, says he surely likes ginger. Ask Mac what kind of ginger. Hope it isn't the kind they are drinking in Oklahoma.

Ask Agent Gallagher and Don Bolton what was in the package found at the Cecil—

Claude Faber broke a bottle of beef, iron and wine on his new Phord's brow and christened her Hulda, quite a few friends were invited to the ceremony.

C. L. Swanson, brakeman, is driving a new Ford coach nowadays. The space around the office building at Mason City looks like the outside of a Ford plant.

Julius Weile has taken his Essex coupe to Rochester to go through the clinic. It seems to be a case of warped pistons and strained wheel base. Hope it isn't serious, Julius!

O. A. Beerman has a new Dodge. Look out for new speed records now.

Ralph Joynt has his new Chevrolet coupe painted green so he can hide it in the grass while Claude Faber goes by in his new Phord.

Mrs. Bolton and daughter, Catherine, just returned from a visit to her mother at Ottumwa, also spent a few days visiting Mr. Bolton's mother at Savanna.

The correspondent would like to have a few items from some of the agents along the division. How about it?



I. & M. Division Engineer Walter Chestnut

I. & M. Items

E. H. K.

FRED D. KELSEY, former I. & M. division fireman, some 32 years ago and now of Superior, Wis., where he is division superintendent of the Great Northern Railway, was among the delegation of industrial leaders and railway officials who helped to entertain a delegation of 21 Russian railway officials on their recent visit to Superior.

Engineer and Mrs. Oscar Ober have returned from several months' visit in California.

Engineers Charles Gillece, John J. Nihil, Jack Johnson, Jim Cane, Lou Johnson, have all returned after spending the winter in the sunny south.

The roundhouse is getting its usual spring cleaning under the direction of H. J. Keck and looks pretty nifty.

Miss Evelyn Trenary, daughter of Engineer and Mrs. Loren Trenary, was recently married to Oliver P. Dalager at the St. Olaf Lutheran parsonage, with the Rev. H. Noss officiating. For the past two years the bride has been em-

ployed in the superintendent's office of S. M. Division. The groom is with the Equitable Life Assurance Co. They will make their home in Austin.

Miss Florence Reichow, of Farmington, has been visiting at the home of her brother, Engineer Edward J. Reichow.

Any items of interest on the I. & M. Division kindly send to E. H. K., care of roundhouse, Austin, Minn.

Northern Montana Division Notes

Andy M.

ON Friday, April 11, a meeting between H. B. Earling, vice-president, C. H. Buford, general manager of the Milwaukee Road, and other Milwaukee officials and representatives of the city of Great Falls, was held at that point concerning the industrial trackage known as Valeria Way. As a result of the conference it was agreed that the railroad company should send its engineers to Great Falls to work with the city and chamber in a survey and plan whereby this trackage might be eliminated, either by construction of a new line or an agreement with the Great Northern to use its already established tracks.

During the past two seasons Superintendent A. C. Bowen has given much time to the improvement of the park at the Roy station. This spring two entrances to the park have been made more attractive by the erection of fine latticed gates. The section men have been planting additional trees, flowers and shrubbery. As a result a place of real beauty has been created that may be viewed by pedestrians and tourists on the highways.

Mr. and Mrs. Thomas Erickson have been receiving numerous congratulations lately, having become the proud parents of twins born in Lewistown.

Mr. and Mrs. Noel Kennett are also being congratulated, but they are forced to be content with only one.

Charles Sandige, well-known Lewistown brakeman, is visiting his mother in Helena.

Miss Eleanor Blotter, daughter of Otto J. Blotter, departed early in April for Kansas City where she will spend several weeks.

Mrs. Ed Brasch is visiting relatives in St. Paul.

Mrs. L. M. Dyer, of Moore, went to Havre recently to spend several days with her daughter and son-in-law, Mr. and Mrs. Hugh Cottam.

Mrs. Rita Holmes, mother of Agent G. D. Holmes of Grass Range, left on the 12th of March for Los Angeles.

Nora Rust, daughter of Section Foreman Nels T. Rust, is now visiting with friends in Milwaukee. She will return sometime during the latter part of April.

Miss Nell Vivian, popular clerk of the Great Falls freight office, journeyed to Minneapolis where she spent several delightful weeks renewing acquaintances.

Mrs. H. W. Jackson and daughters Grace, Mildred and Lenore will leave on about June 1st for Los Angeles where they will make their home. Mr. Jackson, former local warehouse foreman, is now located at Los Angeles. Grace and Mildred will enter the University of Southern California this fall.

Friends of Bill Touhey, who has been ill for several months, are pleased to note that he is up and around. Bill will return to work soon.

Jury service has caught several of the local employes, among them being Noel Kennett and H. T. O'Donnell of the train service, and Noel B. Lupton and Guy L. Kester of the superintendent's office force. Mr. Lupton still maintains that he was right and the majority

HAND
in HAND



Joe Canda

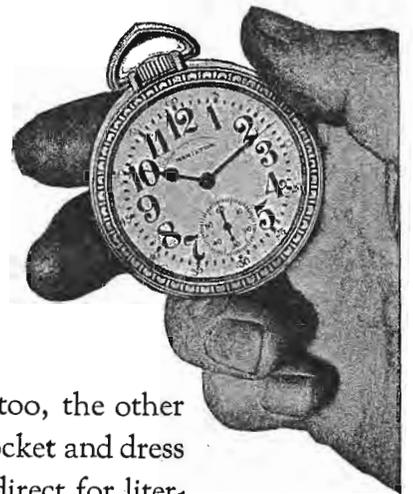
with
ACCURACY

HAMILTON is a watch that earned its reputation among railroad men. For Hamilton goes hand in hand with accuracy—and who in this world needs accuracy more than a railroad man?

Joe Canda is one of the thousands of railroad men who has placed his trust in Hamilton and found it worthy. For 26 years he has held down an important post in Tower No. 1, which controls the coming and going of all trains at one of the country's busiest railway terminals—the St. Louis Union Station. He is official “keeper of the gate”—supervising the tremendous work of getting hundreds of trains in and out *on time*. Naturally his watch is his best friend. It's a Hamilton.

You, too, will like the Hamilton. For Hamilton is more than a mere watch. It is a miracle of workmanship—a truthful, dependable friend that grows more and more indispensable as the years roll by.

Ask your jeweler. He will tell you all about the famous Hamilton 992—the watch that rides in the cab of America's fastest trains. He'll show you, too, the other Hamiltons for pocket and dress wear. Write us direct for literature describing the latest Hamilton watches and your copy of the convenient 1930 timebook. Address Department “R,” Hamilton Watch Company, Lancaster, Pennsylvania, U. S. A.



Hamilton Watch
“The Railroad Timekeeper of America”

The watch shown above is the latest Model No. 7 of the famous Hamilton 992. The pocket watch (left) is the Farragut, a beautiful model in 14K filled yellow or white gold, with socometer dial as shown, \$55. The Raleigh strap watch is available in 14K filled yellow or white gold at \$57. Other Hamiltons from \$50 to \$685.

wrong. Mr. Kester bids for fame and receives congratulations by being elected foreman of the jury in one case. However, they will continue with the amateur standing.

Mr. and Mrs. C. J. Swane returned to Lewistown on the first of April from a vacation trip spent in Milwaukee and Chicago, where they visited relatives and friends. Mr. Swane's mother had just returned from an extended sojourn in Europe, and had not seen Carl for several years, so it was a rather joyous reunion.

Engineer William Foshag, of Lewistown, waged a successful campaign in the aldermanic election in the third ward. This is bound to make it a big year for the Milwaukee in Lewistown.

Kenneth Dyer, son of Agent L. M. Dyer of Moore, has been visiting at the home of his parents. Ken is a student at Bozeman.

Drafts from the Drafting Room C. R. O.

THE first time the mechanical engineer's office bowled the Test Department the mechanical engineer boys won with plenty to spare. The Test Department was not satisfied at paying for our games of bowling the first time but insisted on another MATCH. The match was set and the Test Department with an altered line-up gave us a pretty good run, but alas, their best was not enough, and again they paid. We Mechanical Boys like to bowl the Test Department as it always means free bowling to us. When you boys want to pay again just call Local No. 20. That's us. The winning "FIVE" was composed of "Hooks" Erdmann, H. Sjogren, E. A. Kuntz, H. J. Montgomery and "Dumper" Koester. For the boys who paid, and paid, and paid, T. Haag and Al Jung did the best work, with George Luebke doing well, along with Steltz and Schram. Oh, yes, Winding helped along and Al Hoppe also bowled.

| Team | G. | W. | L. | Pct. |
|-------------------|----|----|----|-------|
| Mech. Engr. Dept. | 2 | 2 | 0 | 1,000 |
| Test Dept. | 2 | 0 | 2 | 0,000 |

Local speeders, reckless parkers, etc., are considering hiring a lawyer by the year. Lentz and the latest victim, Schwantes, favor a capable lawyer, as convictions come high.

Congratulations are extended to Mr. and Mrs. A. L. Schultz who are the parents of a baby boy born March 16th.

John Weider of the Pattern Department returned to work April 1st, after spending the winter in California for his health. Mr. Weider enjoyed himself immensely and feels one hundred per cent better and said he can't wait until he can go again. He visited Universal City Studio and many other places of interest.

Spring weather has sent the restless golf bugs and tennis players to the Sporting Goods Department buying their necessary outfits. Harry Vanderhout ruined a perfectly good racket trying to rush the season. He is getting in plenty of practice. We can expect him matching Helen Wills some day soon. Ruth Forrest has bought some golf clubs and is anxiously waiting to get started. If Ruthie ever steps in a hole that will be the end of the game. We also hope she won't forget to holler "Fore."

The entire Test Department extends hearty congratulations to Mr. and Mrs. Karl Wegner and Mr. and Mrs. George Plant, who are the proud parents of baby girls. Thanks for the smoke, boys.

Russell Harrington is the proud possessor of a Ford coupe with a rumble seat. All those wishing a ride see Russ.

Ed Broderick is going in for a strenuous golf season. He purchased an entire new layout. Girls, meet Ed at the golf course.

Baldy Grassl and Joe Mazane have been seen quite frequently on noontime hikes. We suggest this pair get a hiking outfit.

Harry Viergutz has been added to strengthen Baldy Grassl's bowling team. He has proved to be quite a sensation.

The boys from the Test Department wonder where O'Brien gets his marcel. Let the boys in on it, Ed.

The Test Department boys have organized a baseball team. Any nine wishing games write Joe Mazanec, care of Test Department.

S. M. West News F. W. L.

IT has been a long while since the S. M. West has had any news items in this Magazine. Let's get together, boys, and put the S. M. West on the map. Send your news items to ye scribe, who will see that they are taken care of.

Floyd Powell, operator at Wessington Springs, went to Chandler and drove back his auto April 6th. Understand Mr. Powell intends to raise silver foxes as a side line and soon will transfer the fur bearing animals from Fulda, Minn., to Wessington Springs, S. D. We all probably will be able to buy furs from him in the near future.

Everyone, including roadmasters, are keeping sharp eyes on stock loading these days. This should help decrease the stock claims which have been increasing each month.

Superintendent Van Dyke was at Pipestone, Minn., for a few minutes Monday, April 7th, looking after company's interest at that point.

Agent Geo. Lieser of Iona Lake, Minn., was called to Brownsville, Minn., on account of serious illness of his mother, April 9, 1930. R. W. Schulze, cashier from Pipestone, Minn., is relieving Mr. Lieser during his absence.

Don't forget, boys, send in your news items; there surely is something going on that is of some interest and worth putting in our Magazine.

District Accounting Bureau— Tacoma

R. R.

NOT much news from the D. A. B., no one has been entangled in any exciting events, no vacations so far, just a few sketchy notes.

Edgar L. Carkin, material checker in the Car Department, is wearing a broad smile and receiving the congratulations of his fellow men on the arrival of a son and heir, February 17, 1930. The little chap will answer to the name of Richard Allen.

Lee Boyd spent several days in Chicago on business. The big city hasn't made any change in Lee, for better or worse, he looks just the same, and we are glad to have him back.

Mrs. Geo. Pyette spent several weeks in the southern part of California visiting friends.

Claude Peterson and Cal Snyder were on the sick list during March.

Ruth and Ann spent Sunday, April 5th, in Seattle. The stores being closed, all they could do was window shop. No Easter bonnets as yet.

Rose spent several days in Oakland, Oregon, visiting her brother.

Spring is here—Guy Bell has the golf bug; August has the garden bug; some of the rest have, too, and many have the bug of planning where they will spend their summer vacations.

Dubuque Shops Jingles "Oosie"

ANOTHER familiar face at Dubuque shops is missing—Geo. Holmes, employed here for the past twelve years, passed to the higher life. George was known by everyone—bade each and all the time of day and his presence is sorely missed. Heartfelt sympathy is extended to his loving companion and relatives.

The Dubuque delegates of bowlers who attended the recent meet at Kansas City wish to extend, through this column, their sincere appreciation to the committee in charge at K. C. for their hospitality. There was nothing too good for the visitors and to say that our boys are grateful is putting it too mildly—in railroad English they say "They were d—— glad to meet a bunch like the Kansas City boys and only hope the day will come when the favors can be returned."

If you want a new word coined—
Ask Joe Kawaski—he'll give you two!

Why wait any longer, Amelia?
You know it only takes a minute!
Next month would be a dandy—
And June brides are always "in it."

We were also scared and frightened
When "Fritz" Hacker disappeared
'Twas the "dutch route" or the "willows"
Mostly that we feared—
But "Fritz," quite nonchalantly
Strolled in the very next morn—
Was merely mending his woodshed;
Just as sure as you are born!

Green Bay please pay attention
George B's become quite a guy—
Rolled 200 and got so elated
We thought he was going to die.

When they 'broider the towels at lunch time
It's the sign of a wedding soon—
Our little G. R. has got to that stage
We 'spect it will take place in June.

We are proud of the appearance of good old Dubuque shops. Since spring has made her appearance the concrete roadways show up to such good advantage and we are getting "dolled up" in fine shape. Would suggest that some of the "boys" who call Dubuque shops their Alma Mater pay the old place a visit and let us show you around.

Chicago Terminals

Guy E. Sampson

ANOTHER month has rolled around and finds the fifteenth here and nothing ready for our column. But everybody is glad to see the bright spring time, which means work trains will soon be in operation and much done to improve yard and road track conditions.

Flossie Rowan knows that it pays to advertise. Recently Pat Cary assigned the job of breaking in one of the new 6,400 class engines to Engineer Rowan. Pat intended that the engine would be run back and forth between the Bensenville roundhouse and the east end of the yard, but when an hour or so afterwards, we are told by roundhouse employes, Pat thought the engine should be about ready for a trip on the C. & M. Division he could locate neither the engine or engineer Rowan. Imagine his surprise when he received a report that this wide awake engineer had the engine as far east as Mont Clare where he had exhibited the wonderful piece of machinery to his family and others in their neighborhood. Everybody likes to see a brand new piece of machinery and believe me Flossie is the boy who can make a lasting impression on his listeners when explaining all about these new engines. We are



Railroad Emblems on **Lee** RAILROAD OVERALLS

*For Men with Pride in their
Roads... A New, Exclusive and
Original Lee Feature*

Pride in his job, pride in his road, pride in the fact he's a railroad man are fine national traits of the true American Railroader.

In appreciation of this spirit and the preference of railroad men for the name "Lee" on work-clothes, Lee has introduced genuine railroad emblems, sewn at the factory in full colors on the bibs and sleeves of Lee overalls, Union-Alls and jackets.

With the consent of high officials of America's greatest railroads, and the cooperation of the great railroads' employee magazines, the emblem has become nationally popular among railroad men employed by railroads whose emblems are displayed on this page.

Only a genuine railroad man can wear his railroad's emblem—and you see him everywhere—strong, courageous, proudly displaying his railroad's colors on the bib or sleeve of his genuine Lee.

Great roads... great men... great garments... each in the true sense "The World's Standard".

The Famous LEE WORLD'S STANDARD GUARANTEE

"If this is not the most satisfactory, best valuing garment you've ever worn (as to shrinkage, color, wear, or any other quality) just return it to your dealer for a new one absolutely free or your money back"—this iron-clad guarantee on every suit by the world's largest manufacturer of work clothing means business!

Dealers write for the special Lee Railroad Emblem Overall Proposition

THE H. D. LEE
MERCANTILE COMPANY
Kansas City, Trenton, South Bend
Salina, Minneapolis, San Francisco
A Great American Organization
Enjoying an International Business



UNION-MADE
Lee
THE WORLD'S STANDARD
OVERALLS - UNION-ALLS
PLAY SUITS



Railroads not included were omitted because of unavoidable delay.

also told that when the 9700 engine showed up, Pat did not assign the breaking in job to Flossie for fear he would want to run up onto the eighth floor of the Union Station for exhibit.

Machinist R. Staff of the Bensenville round-house forces, has returned to work after a two months' vacation, which he spent in Montana. Wonder if he was far enough west to see Nora B. and her "Hubby"?

A certain engineer on the C. & M. Division recently visited a florist on the line and was given some flower bulbs, in fact quite a number of them. On arriving at the Bensenville round-house he gave his friends there some of them. Pat Cary (our honest Irish Pat), seeing the gifts being distributed inquired just what they were and was advised that they were Irish sweet potatoes. Pat at once decided that if there was such a vegetable he surely ought to be the boy to raise them and so asked for some of the seed. He received some and the boys are all waiting now to see Pat bring some of the fruit he raises from the bulbs to the round-house. And Pat says, "It won't be long now."

And the boys could not miss a chance to have some fun with Walter Jackson, so they removed the bulbs from his package and filled in onion sets and garlic tops in their stead. Don't know if Walter planted them or not.

We regret to report this month the deaths of Alfred Thomas, pump repairer in charge of water works on the west end of the Chicago Terminal, and R. H. Wilkinson, a switchman at Mannheim yards.

Mr. Thomas, known to all as "Johnny" was an old-timer in the terminals and everyone who knew him had the highest regard for him as a conscientious employe, a hard worker and of a congenial disposition. He will be greatly missed both riding on the coach run or around the shops or walking full speed through the yards on some hurry-up call. He passed away April 7 due to a nervous breakdown. The sympathy of all is extended to the bereaved ones.

Rolly Wilkinson, one of our youngest switchmen was accidentally killed on the morning of April 11 while working on a switching job at the Puzzles. While no one saw him when he lost his young life all indications showed that he had been struck by a moving car which threw him down on the tracks and run over his body. While the impact crushed out his life the car did not amputate any part of his body. His father who is employed in the Terre Haute yard was notified at once and came to Chicago to take the remains of his son home for burial. Rolly was only about 22 years old and roomed at Bensenville and had made a host of friends since he came here to work. The body was taken to Terre Haute and funeral services held there. The sympathy of the entire terminals is extended to the bereaved family. Besides his father he also had two brothers employed by the Milwaukee.

Another rousing Safety First meeting was held at Bensenville the fore part of April. Superintendent Whiting and Mr. Thompson, district safety first man spoke to 125 employes from 2:45 p. m. until 3:15 p. m. This gave both the first and second shifts a chance to attend. Those heart-to-heart talks sure have their effect on the minds of employes and every one of them who attend cannot help but derive some good from them.

Chicago Terminal Car Department Notes H. H.

When you folks read these items it will be in the balmy month of May, the month you start to think of vacations, fishing trips, etc.

Hear that some of the foremen and clerks at Galewood Yard No. 1 have got up a quartet and are practicing singing after hours in order to show their talent at one or two solemn occa-

sions in the near future. They will need a lot of practicing, what we mean, H. H. hopes they practice singing, "Far, Far Away."

Just heard at this time that Assistant Foreman John Schliep of Galewood Shop, has been assigned to run the schedule 25 stock cars through on his spot tracks. Wonder if they'll bar him from the office until the stock car job is finished. Well, anyway John, they say it's healthy.

Ed W. Berndt, of Galewood Yard No. 1, is now the owner of a new 1930 Ford coach. Intend to have photo published of E. W. B. and his baby boy and buggy soon. Watch for it.

The terminal had quite a snowstorm and blizzard March 25th and 26th, nineteen inches of snow fell, accompanied with much wind, and understand that our "Milwaukee" was one of the few railroads in Chicago district who maintained anywhere, near a normal schedule for time freights. The passenger trains were practically kept on time at the same time taking care of thousands of additional suburban passengers and others, who in normal weather depend upon street cars and busses. Our car inspectors, oilers and yard forces performed nicely during this severe weather and deserve a little creditable mention in helping maintain their department's end in the performance.

Safety Section

"He that is slow to anger is better than the mighty! and he that ruleth his spirit than he that taketh a city." Ran across the above proverb the other day and think it very appropriate to head our Safety Section, "Food for Thought."

Car Department forces in Chicago Terminals maintaining a very good safety record, improvements must still be made of course, all unsafe practices and conditions must eventually be eliminated, the unsafe worker who is not yet a safety conscious employe must be educated and taught to include safety in all his movements, and, of course, discipline follows to handle the stragglers who fail to get in the safety lineup in the very liberal time the company has allowed.

Let none of us get lax in our safety work, let none of us lose any interest in it, we must all get together more closer than ever to obtain that which we are striving for in our Safety First work and the goal, which is "100 Per Cent Safety Performance."

"Adios."

Twin City Terminals Mac

MISS CORA HOEFFKEN, telephone operator, Milwaukee depot, was operated on last month for a goiter at the Deaconess hospital. We all hope for a speedy recovery.

Genevieve Mullaney, clerk, Twin City Transfer, is back at the desk after spending a month visiting friends in Fargo and Chicago. She lost about ten pounds and is still on the diet.

Mabel Olson, clerk, Twin City Transfer, returned March 1st from a month's leave during which time she visited relatives in the "Windy City."

Mr. M. S. Bowker, traveling inspector, Iowa and Des Moines Division, with headquarters at Marion, Iowa, was a caller at the local freight office last month.

Georgia Perry, Accounting Department, is hitting the high spots once again in local golf courses.

Toney Schwabby is looking for a derby his size. Give up, Toney, you'll never find one to fit that dome.

Al Neubauer lost a bet with Bob Noot and paid same by giving Bob one cheap and foul smelling stogie.

Switchman Ahern is smoking his corn cob pipe once again. Mike says it takes the hair off your head and grows it on your chest.

Thinking a fire truck was passing, we looked out the window to witness same, but it was only Art Gerber driving up in his model "T" Ford.

"Ugh" Ugglem found a flock of rubber bands in his sandwiches as a result of an April Fool Joke by his wife.

"Grover" Alexander will manage our newly formed kitten ball team and same will be entered in local competition.

"Hook Ball" Rachner will be one of the pitchers and try to get the side out.

The team has had its first practice and shows signs of going somewhere. Although it may be in the wrong direction.

Mike Ahern rests on one foot when playing the outfield, while Toney Schwabby can't keep his mouth closed when he's running.

Carl Holmgren can sure lean on that last strike. "Nutz" Breingan witnessed the practice and during the excitement almost swallowed his false teeth.

Art Gerber will play first base if he can overcome the habit of bouncing the ball off of his head and chin.

"Frisby" Noot will have charge of the bats and will also assist in carrying the water bucket.

Harry Nee will have the job of chasing all foul balls, while "Kayo" Schwab will be found out around 2nd base trying to figure out what it's all about.

Ed Hortenbach will play the sun garden—right field—and attempt to catch 'em on the first bounce anyway.

It looks as if many motorists think a locomotive whistles just to keep up its courage.

Squeaks from the C. & M. Division H. E. W.

BRAKEMAN HERBERT SCHOLZ has resumed work after an extended vacation spent touring on the west coast with friends and relatives, and reports a most wonderful time.

Mrs. Newt. Toland, widow of Conductor Toland, not being able to meet all of her friends on the division and thank them personally, wishes to take this means to thank you all for their kind offerings of sympathy extended her at the time of her great loss.

Our most heartfelt sympathy is extended to the family and relatives of Engineer Robert Clark, who passed away on March 30th after a short illness.

Well of all things! Conductor "Bunco" Riley has forsaken the laundry business and has branched out as a song writer and we can expect to tune in on our radios one of these days and hear the announcer tell us that they are about to sing a song that has been copyrighted by our own "Bunco."

We are all pleased to see Brakeman Harry Kearns back on the job after being laid up for quite a time.

Engineer John Dooley has retired to take a well-earned rest after nearly half a century of labor. Guess if we could get Jack to tell us a story of his life as an engineer it would make some pretty interesting reading. Wonder what some of the engineers he used to fire for would say if they could see our new engines of today. How about it, Jack, couldn't you give us a little story of some of your experiences?

Conductor Harry Jewell has some new exercises for those who wish to reduce. Claims anyone wishing to reduce has only to bet on the ponies and he can get plenty exercise running to the bank for more funds.

Conductor Wm. Tohm has given up the way freight on the Janesville Line and has again taken a pool job out of Milwaukee. What is the trouble, Bill, is the work getting too heavy?

We always thought we had a couple of pretty business-like looking trainmasters and we are at a loss to understand how the Chicago police could be so dumb as to pick them up for suspicious characters in a murder mystery. Guess the police must have been wearing green goggles.

Brakeman Wm. Carlin has resumed work after his annual vacation spent down where the palm trees grow.

Business conditions have improved considerably on our division and we hope will soon be back to normal.

Our sympathy is extended to veteran Conductor Nourse, who has been laid up for some time account of illness. Come on, Charlie, get well, and back on the job as we are sure you are sadly missed by all the boys.

Along about this time of the year when the farmers are out doing their spring plowing and getting their land in shape to put their crops in, we always notice a change in Conductor Henry Furman. Don't know whether it is that back-to-nature stuff or not but imagine he will soon be making his annual spring pilgrimage to that good old town of Clinton, Illinois.

Our best wishes are extended to Conductor Milo Pluck, who has finally succumbed to Cupid's darts.

Brakeman Ed Whipple, who was injured at Rondout some time ago, was a visitor in Milwaukee recently. Says he feels fine and also "hello" to all his friends.

And now last-but not least comes a word of warning. Don't forget that it would surely spoil that summer vacation if one of you should suffer an injury, so bear in mind that it pays big dividends in pleasure to practice, preach and act SAFETY FIRST at all times. Remember the bulletin you saw recently, not to work faster than you can think and insist that your fellow worker do likewise.

Aromas from the Cereal City

THE Milwaukee Athletic Club is again coming to life and considerable enthusiasm has been aroused among the baseball fans. Some fast games are looked for this season.

Switchman Carl Powers is now the possessor of a new Ford of the collegiate type. It is necessary for Carl to report by phone to his home when he arrives to work in order that they will know that he did not encounter any telegraph poles on the way. Switchman John Hunter is now sporting a new Chevrolet six.

Mr. and Mrs. Thos. Mantön and daughter Veronica, left April 15th for a vacation to be spent in the northern part of Iowa. During his absence Lloyd Moore of Dubuque, assumed the duties of perishable freight inspector.

Cashier Richard Jasa has at last abandoned his ancient flivver and has purchased a bicycle for reducing purposes. He reports a gain of several pounds after using the bicycle for three weeks.

Nurmi Hadish, our slow-motion messenger, is reported as taking considerable interest in track and other outdoor sports lately. Midnight, he says, is a wonderful time for road work, as the highways are not so crowded then.

Incoming Freight Clerk Tracy Paulin is planning to move to the rural sections and join the ranks of the tillers of soil. It will now be necessary to enact a special farm relief bill to benefit the small farmer.

Born to Mr. and Mrs. Raymond J. Burke, March 27, a son, David John. Inasmuch as the new arrival is the son of the writer and that his grandfather and great-grandfather were also Milwaukee men, the little fellow will have a hard time to overcome the handicap of his inheritance as a railroad man.

Station WLE

Harriet

A PERFECT DAY

Wake early—exercise.
Drink water a plenty
Don't eat too much
Be cheerful—don't worry
Walk—and breathe deeply

SAFETY WATCH

By W. R. Wilson

The most important part of your job is Safety First.

SOUTH MINNEAPOLIS

R. R. M.

The new arrangement with the N. P. and M. & St. L. is sure to increase the perishable business from the Twin Cities, due to the improved handling.

WANTED!—Heaters to be stored at Minneapolis—we're still short a few, but hope they will come roaming home soon.

Assistant P. E. I. Walter Lindquist at South Minneapolis may be seen about the team tracks anywhere in Minneapolis watching the boys hammer sewer pipes for the city. Walter is attempting to knock out the pipe claims without a hammer.

"Yes, Judge," was Inspector Bakkens' reply in the traffic court for a minor violation of traffic rules recently, when he was sentenced to attend Traffic School each Thursday night for the next 30 days.

Inspector Larsen is wondering about the fishing season already. Sure signs of summer—weather man or no weather man.

MEMORIAL DAY

Remember, our flag is to be displayed at half mast from sunrise until noon, and at full staff from noon until sunset, for the Nation lives and the flag is the symbol of the living nation.

CRACKS

"You can't talk to me like that, I used to be a life saver!"

"Awwgawan, what flavor?"

He: "You look sweet enough to eat."
She: "All right, let's!"

The man who named "near beer" was a very poor judge of distance.

River Division News

M. M.

SPRING has been ushered in with all the usual splendor and beauty and the trees are taking on their new summer raiment. The Mississippi Valley is the last word in scenery when the trees are covered with foliage and the sun smiles down on the gorgeous bluffs. A trip on the "Riverside" on the River Division is one that is difficult to equal—with the luxurious traveling accommodations and the exquisite scenery it is a most enjoyable trip.

The death of Martin Peterson occurred at his home in Wabasha after an illness of over a year. Mr. Peterson was a former boilermaker for the Milwaukee, having worked at Minneapolis and also at Wabasha. He leaves a wife and six children who have the sympathy of all the employees.

Demand

Built This Cigarette Pocket

\$1⁰⁰
Buys It



Thread Riveted

Can't Rip



Work Shirt

Has handy cigarette pocket, made so you can push a single cigarette up without unbuttoning flap. Eleven other big features will also win your favor.

The 12 Big Yank Features

1. Sweat Resisting Cigarette Pocket with button flap.
2. Big Utility Pocket, with pencil section, holds can of tobacco when buttoned.
3. All Strain Points Thread Riveted.
4. Double Thick Ventilated Arm Pits.
5. Conforming Ventilated Yoke.
6. Triple Stitched Seams.
7. Over-size for Comfort.
8. Fashioned Collar.
9. Indestructible Buttons.
10. Special, Extra Strong Fabrics.
11. Form-Fitting Shoulder.
12. Every Garment Guaranteed to Give Satisfaction.

Every Big Yank is triple-stitched, thread-riveted; guaranteed not to rip. Most good dealers everywhere can show you this new Big Yank. Ask to see this sensational shirt value. If by chance he can't supply you, send \$2 and we'll send you two shirts, postpaid.

\$1000 Reward will be paid to anyone furnishing proof that the BIG YANK Work Shirt or any of the other advertised Reliance products are being made anywhere except in the Reliance sunlit factories, under the most sanitary conditions, by trained women operatives.

RELiance MANUFACTURING COMPANY
212 WEST MONROE STREET
CHICAGO, ILLINOIS

District Master Mechanic John Turney of Minneapolis stopped at Wabasha, April 11, en route to Winona to attend the Safety First meeting that was held at that place. Mr. Turney is very interested in the Safety First issue and considers it in every phase of work.

Chief Carpenter John Ostrum has been spending some time inspecting bridges on the C. V. Wabasha and River Divisions.

Superintendent M. T. Skewes conducted the Safety First meeting held at Winona. Mr. Skewes is most active in this question and has all on the division educated to the importance of using Safety First precaution.

W. W. Dinnels, lineman at Wabasha, has been assigned additional duties to his regular work as lineman. Everyone having noticed how readily Dinny could climb a pole or perform other duties, he was appointed "Dynamite Inspector" and his territory is between Wabasha and Lake City. A new highway is being built along the lake through this territory.

A very interesting and valuable Fuel Conservation meeting was held at La Crosse and conducted by Mr. D. Magnuson, fuel supervisor, Mr. T. W. Baldwin, of the Northern District, was in attendance. Fuel conservation is a very important question and is given every consideration on the River Division.

Section Foreman L. Gorney, of Wabasha, and F. Barnholdt, of Reads Landing, went to Winona, April 11, to attend the Safety First meeting.

Boilermaker Geo. E. Wharton has finally decided that Wabasha is going to be all right to take up residence in and has moved his family from Minneapolis.

Red Hot Coals from the Racine and Southwestern Division

Leonard J.

WILLIAM MULLIGAN, engineer, has moved from Janesville to Beloit. Welcome to our fair and prosperous city, "Bill."

George Richards of Darien, Wis., has taken the position of file clerk at the superintendent's office. We have several good rails from Darien, and know that George will keep the record up.

The roundhouse crew at Beloit are sure that spring is here. Ray Nevins and Co. were busy fighting prairie fires recently, and by hard work succeeded in saving the roundhouse fence and wood pile from going up in smoke. Gentlemen, you will receive your medals very soon.

A delegation of Beloit bowlers and lady boosters attended the annual bowling tournament of Milwaukee employes at Kansas City. They left here on the Southwest Limited in their special sleeper, March 15th, and returned the following Monday. Two teams were entered—"Miller's Specials" and "Lightfield's Specials." The "Miller Specials" received checks recently for their ability in holding 15th place. In the doubles Miller and Clark and Leahly and Hayes cashed in on their scores. The Lightfield Specials also bowled. I would like to introduce a bowler who needs no handicap and who can bowl with either the right or the left—PAGE Mr. Hoogland. J. Cioni was out of form and could not locate the 1-3 pocket. "Bill" Smith was chaperon for the boys and every one reported a very good time. The party was honored with the presence of Safety Inspector George Hannaford and wife, former residents of Beloit. "Flip" did some very nice bowling in a special tournament put on by the management.

Auditor C. A. Brown has again paid us a visit, and the results have been very successful. Pay us a visit and see for yourself—**SPRING HOUSE CLEANING IS DONE.**

Mr. Cioni has again become the possessor of a brand new Chevrolet. This is certainly a hearty endorsement for the car—"Ci" says,

"Whenever Chevrolet changes, I will also make an exchange." Q. E. D.

Kenneth is quite busy the last few days organizing a kitten ball team. The candidates have not as yet all turned out for their spring training, but Ken promises to have a very excellent team performing in the league.

A very heavy wind blew down the map in the dispatcher's office. Further information may be obtained from O. Butler.

Joe Larkin is now operating his Milwaukee to Freeport train with steam power. He is quite worried over the loss of his gas car, which had the misfortune to hit a brick wall.

Mrs. Nettie C. Smith, mother of Agent V. C. Smith, Delavan, passed away at the home of her son, Glen E. Smith, Evanston, Ill., on March 22nd after a two-days' illness with heart trouble. Mrs. Smith was 73 years of age. In addition to the two sons mentioned she is also survived by one daughter. Funeral services were held at Evanston March 25th with burial at Rochester, Wis., March 29th.

"Red" McClure, in addition to having a new high-powered Ford, is sporting a \$20 license on it. Why a Ford should require a sum of money like that to operate on the highways is a mystery, and we ask you to see "Red" for the real dope.

More Revenue for the Company— What Say?

Caesar Biolchini, brakeman on our division, was instrumental in securing eight through passengers via our line to Sacramento, Calif., who left here on Tuesday, March 18th, in a special bus which was run in order that they would be able to make connections with number 19 out of Davis Junction.

We'll say that is having the interest of the company at heart. Good work, Caesar.

Personals

Harry Hill has been under the weather for the last six weeks or so.

By the way, Harry has some new glasses and when we heard that he was to get them, we were overjoyed as we supposed he would be able to keep track of everything for us but "gee whiz" we find now that he needs our eyes to help him see.

Mr. Chamber, chief clerk at Beloit, walked right in and walked right out again on April 2.

So the sheiks of Beloit thought Clara and Bess were some lookers. Say, you ought to see those of us who were unable to attend. Well, we are glad our girls were the belles of the evening, but it is just too bad for the rest of us that our boy friends were busy juggling their stock profits or we sure would have shown them up.

Did anyone say anything about politics? Boys, the air was sure blue around here; Harry Hill and Tom Malana were sure doing some puffing and Clare, instead of calming them down, only added oil to the fire. Anyway, we are all glad that Ruth came out on top, as we now can class her among our other notorious friends, like Babe.

We understand that one of our former employes who now hangs his hat somewhere in Milwaukee is criticising us for not putting Bess and Lola's names in print. Bess, like the rest of the good old Irish, needs no assistance to help her stand out in line and as for Lola—her story is told when we say she is married and so not with us.

Lost and Found

Rose, our cashier, was so unfortunate as to lose her tooth the other day and having real sympathy for her in her toothless condition we were about to send out Harleys' detective friend when she divulged the fact that the lost was found, but she seems somewhat reticent as to where same was found.



Here's our new bus and the gentleman guarding same is John Shanahan, our rate clerk. Come right along folks, he has them all, high rates—low rates and you know the rest.

S. C. & D. Division Items

J. Glenn Kasak

MR. CHARLES A. FOOTE, formerly baggage agent at the Sioux City Passenger Station, has been appointed assistant agent. Charley wears his honors with becoming modesty, as the first thing he did when he got his appointment was to buy a new suit of overalls.

Now that the weather has started to warm up and some baseball games are a prospect in the near future, Joe Caba, superintendent's stenographer is beginning to take some interest in life. The winter season is a dreary waste for Joe, full of nothing but misery and coal bills, but with the coming warm weather and baseball he blossoms out like a little violet, or sunflower, or poison ivy, or something of that sort.

Mrs. F. T. Buechler, wife of Division Superintendent Mr. Buechler, is a patient in the Lutheran Hospital at Sioux City, Iowa, having been operated on Sunday, April 6. Mrs. Buechler, at this writing, is getting along as well as can be expected, and we hope to see her well and strong again soon.

Ray "Ditty" Waidelich of the superintendent's office is a patient in St. Vincent's Hospital at Sioux City, with a bad case of pleurisy. Ditty is getting along quite well and we hope to see him back in the office soon.

Last issue we thought we had some hot news about Hans J. Hansen, pumper at Vermilion, namely, he would be married ere this writing, but no such luck, Hans came back single. That's all right, Hans, June is a much nicer month.

Conductor Alexander is back from his usual trip to Hot Springs, and reports business conditions at a standstill in the south.

Division Engineer Mr. Munson, received some very valuable information recently on railroad history from a landowner with whom he was talking. There are several reverse curves between Elk Point and Sioux City and this farmer volunteered the information that in the old days such curves were built to right leaning box cars. In other words in passing through the curves the car was given a violent twist and a throw, loosening it up sufficiently to straighten it up.

Miss Ethel Jacobs, assistant cashier, Sioux Falls, returned to her duties April 1, having been off the job about a month due to a broken ankle. We are glad to see you back again, Ethel.

Bumps always follow force reductions. Gus Wogstad, formerly janitor at the passenger station, now baggage helper, will have a big job on his hands running the baggage room and doing the janitor work. The position of

The New York Trust Company

Capital, Surplus and Undivided

Profits \$47,000,000

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| ALFRED A. COOK | Cook, Nathan & Lehman |
| ARTHUR J. CUMNOCK | Catlin & Company, Inc. |
| WILLIAM F. CUTLER | American Brake Shoe & Fdy. Co. |
| FRANCIS B. DAVIS, JR. | United States Rubber Company |
| HARRY P. DAVISON | J. P. Morgan & Company |
| ROBERT W. DE FOREST | De Forest Brothers |
| GEORGE DOUBLEDAY | Ingersoll-Rand Company |
| RUSSELL H. DUNHAM | Hercules Powder Company |
| SAMUEL H. FISHER | New York |
| JOHN A. GARVER | Shearman & Sterling |
| ARTEMUS L. GATES | President |
| HARVEY D. GIBSON | Chairman, Executive Committee |
| CHARLES HAYDEN | Hayden, Stone & Company |
| F. N. HOFFSTOT | Pressed Steel Car Company |
| WALTER JENNINGS | New York |
| DARWIN P. KINGSLEY | New York Life Insurance Co. |
| EDWARD E. LOOMIS | Lehigh Valley Railroad Co. |
| ROBERT A. LOVETT | Brown Brothers & Company |
| HOWARD W. MAXWELL | Atlas Portland Cement Company |
| EDWARD S. MOORE | New York |
| GRAYSON M.-P. MURPHY | G. M.-P. Murphy & Company |
| HARRY T. PETERS | New York |
| DEAN SAGE | Zabriskie, Sage, Gray & Todd |
| LOUIS STEWART, SR. | New York |
| VANDERBILT WEBB | Murray, Aldrich & Webb |

100 BROADWAY

40TH STREET AND MADISON AVENUE

57TH STREET AND FIFTH AVENUE

baggage agent was also taken off, and Ye Scribe was caught in the rush and returned to the roadmaster's office.

Considerable interest has been worked up, in Sioux Falls, for Kittenball. We might have a team after all. Watch out Sioux City, we will be out for revenge, as we haven't forgotten our defeat in our first and only game of the season last year. Things will be different at the division picnic this year.

Haven't heard from any of the golf fans yet. Let's get going, we want a big tournament this year.

Seattle General Offices "The Cub"

THE first matter of importance called to our attention was this business of moving file cases in the basement, reported indulged in by Brownell and Clare Shappe until 2 A. M. the other morning. What's this business coming to, anyway?

Ruby, of the Transportation Department, is away on leave of absence. Don't know what's in the wind but wish her luck and a speedy return.

Warning to Eskimos

We learn with great concern, that the office vamp, Sophie Frank, is about to take off on a non-stop flight into the land of the midnight sun. When questioned by a reporter of this column, Sophie stated that she had nothing to say for the press at this time, but it is generally believed that she may be going north to look over the latest in igloos, and perhaps a few of the younger men of the Eskimo smart set. Sophie has searched the entire United States in quest of a perfect specimen, without

success and will now turn her attention to other lands. Judging from the number of gifts arriving at the office as the sailing hour draws near, we venture to say that Sophie may be making a mistake in leaving home at all—what?

Soliciting the Engineering Department for notes, we are informed that they are all just plain folks and nothing ever happens that would be worth mentioning. In direct contrast we next enter the Claim Department to find the chief, Ray Webb, swathed in bandages, garnished with crutches. We cannot learn anything further as the poor fellow is unable to talk through the courtplaster. Perhaps some claimant has been trying to collect a claim via the hand method.

We have been watching the papers but nothing further has happened in regard to the diamond previously reported on Grace Gale's finger. More about this later.

After a terrific drubbing of the Transportation Department bowling team all season, captain Stablein packed up and left immediately after the close for the wilds of the Olympic Mountains. Nothing further has been heard from him at this date.

Look Who's Here!

One of the outstanding features of the year in Seattle Milwaukee circles was the founding of the Milwaukee Employes' Savings and Loan Association, otherwise known as the Great Home Bank, which opened its doors March 1.

The new bank has more officers than the Bank of England, in fact the board of trustees and the credit committee is so large that they exceed the depositors and it may be necessary for them to wear badges to avoid loaning money to one another. It is expected that great interest will be taken in the bank. In fact the interest, it is hoped, will be great enough to allow the kingfish, Charlie Goodman, to finish his new house before Christmas. Everything possible will be done for the convenience of borrowing members. You put in \$1 at the front window and go around to the back and draw out \$10. This is expected to be a great boon for the sweethearts of the various young men employed here, as they will now be enabled to give them two feeds per month instead of only one, the day after pay day, as heretofore.

All loans are supposed to be back in the bank by November 30th, if the borrowing members can be caught before that time, and then the money is divided up and we start all over again (if there is anything left).

Fullerton Avenue Building A. M. D.

FRIDAY evening, April 11, Eleanor Weidner of "C" Bureau, Car Accountant's office, together with her mother and brother, was motoring with Eleanor's uncle to Waukegan to pay their respects to a family who suffered the loss of their child by death. The road on which they were driving was in bad condition, which resulted in an accident in which the car was overturned on the side of the road and rolled into the ditch. As a result of this Eleanor was badly bruised and shaken up, but expects to be able to return to her duties soon. Her mother sustained a broken arm and her brother was badly cut about the hands.

The family is to be congratulated on their miraculous escape from more serious injury, and Eleanor's friends in the office will be glad to see her back to work soon, safe and sound.

M. Havlik, of the freight claims office, is convalescing from an appendix operation. We hope she will be back by the time this appears in print.

Prosperity is on the way. Allan McSween and Joe Wager, of the freight auditor's office, both have new cars. Allan has a Pontiac and Joe has a Chrysler.

We understand that a group of girls from the building are organizing an indoor baseball team. They have the veteran Harry Krumrie as coach.

Freddie Brink, the demon claim checker, has a deceptive change of pace. It is especially noticeable when "Tarzan" passes the waybill filing bureau, when his pace changes from slow to almost dead stop. Freddie surely is interested in waybills.

Lorraine Lynch, formerly of the freight auditor's office, who is now Mrs. L. Cushing, is the proud mother of another baby girl.

C. Piepho, of the freight claims office, has a new, big, shiny Buick.

Ad Gove, the overcharge Adonis, is also a radio expert. A short time ago "Steve's" restaurant obtained a new radio. After Ad had given the machine his thorough and critical examination, he announced his weighty decision: "Make mine an order of FLAPJACKS!"

Florence Bollman, of the Statistical Bureau, has returned after a lengthy illness. Welcome back, Florence.

Now that P. Wolf has prepared his garden for fruit and vegetables, we believe that H. W. Kirch intends to raise chickens in order to make a "close-up" study in connection with poultry claims.

Bill Breen is suffering from an attack of "Black Days" and we think he is through establishing "records." Bill was off to a flying start but was roughed on the turn and weakened in the stretch. After he came out of it, Bill's first statement was "which one?" There will always be difficulties in the human race, Bill, as well as the others.

Have you seen H. Krumrei's medal? Don't miss it.

Our good friend Henry Rottman has entered into the sea of matrimony. Lots and lots of luck, Hank.

It was announced in last month's issue of the Magazine that Johnny White, pride and joy of the Overcharge Department, would soon be requiring the use of spectacles. Johnny, however, states that spectacles are needed only for fine work, while everything with which he has come in contact since moving to the fifth floor is of such a bulky nature that glasses are unwarranted.

Miss Ottilia Mayer of the freight auditor's office has just returned from a short visit in Florida. We hope she enjoyed her stay in the sunny clime.

H. D. Fletcher, formerly of the comptroller's office, reported for duty as assistant paymaster on April 14.

Little Gus Reschke, our office boy of the freight auditor's office, has returned after having had a serious operation.

Let's remind Joe Drews not to forget the cigars when the big day comes 'round.

Wisconsin Valley Division Lillian

SAFETY FIRST meeting was held at the Women's club house on April 10, at 7:30 p. m. Traffic meeting at 9:00 a. m., April 11, and the loss and damage meeting will be held at New Lisbon on Tuesday, April 15th. These meetings are all largely attended and all departments are greatly benefited by getting together and discussing various subjects.

Mrs. R. A. Randow has returned from Miami, Florida, after spending the winter. She reports a very enjoyable time, and has many interesting things to relate.

Mrs. Ann Owen, mother of Mrs. J. W. Held, passed away at her home at Freeport, Ill., on

If You Were a Moth

and ate nothing but holes, you could probably get along without an Accident policy in The Travelers, if you were injured.

But being a man, you (and your family) need food, shelter and clothing even when you are disabled and cannot work.

Why not make certain that you will have the money to buy these necessities—in case you meet with accident. Thousands of railroad men do this by obtaining Accident policies in The Travelers. Why not protect yourself now? Free information.

RAILROAD DEPARTMENT
THE TRAVELERS
INSURANCE COMPANY
HARTFORD CONNECTICUT

January 9th, after a lingering illness. Funeral was held at Freeport, and the body temporarily placed in a vault; final burial to take place at Mystic Isle, Iowa, sometime during the month of May. Sincere sympathy is extended to Mr. and Mrs. J. W. Held and family by the division employes.

Mr. and Mrs. J. Horn have returned from Miami, Florida, where they spent the winter recuperating. Both Mr. and Mrs. Horn have improved greatly in health, and feel the change was very beneficial to them. Mr. George Bates, of Sparta, was among the party, and a fine specimen of a porpoise was landed by Mr. Horn and Mr. Bates.

Warehouse Foreman Frank Voeltzke and wife left April 1 for an extended trip through the west and south. They expect to visit all the principal cities and will be gone about one month.

John Brown, chief clerk in the Freight Department and daughter, Mary Ellen, and Mr. and Mrs. Pat Brown, are visiting relatives in Birmingham, Alabama.

Work has been started on the new depot building at Woodruff, Wisconsin, and by May 15 we will have one of the most modern buildings anywhere in northern Wisconsin. It is to be of log construction, of very attractive design and with the platform, driveway, and station grounds will make an ideal station. It is located just west of a beautiful pine grove on Highway No. 57 and 800 feet from Highway No. 51 and No. 70. The waiting room will be equipped with a fireplace made of field stone, and with rustic furniture of latest designs and will furnish very good accommodations to our patrons who visit the lakes in northern Wisconsin, being within a short drive from many of the beautiful resorts in that section.

No. 117 was furnished with an extra steel coach through from Madison to Tomahawk on April 8 for the accommodation of students returning home for their spring vacation. This party will return to Madison on No. 106, April 15 and will be furnished a through coach from Tomahawk to Madison.

We understand that the Mosinee Paper Mills Co. has 37,000 acres, the Marathon Paper Mills Co. 51,000 acres and the Underwood Veneer Co. 8,500 acres of timber land in northern Michigan, which is about 18 miles from the end of our Knudson line. This will mean about 4,000 carloads of logs per year for about 20 years if we can get our railroad extended into this timber land. Looks like very promising business.

Brooks and Ross Lumber Company have just finished loading out their logs at Finn and have moved their steam loader to Gleason, where they expect to load about 100 cars of logs from their mill at Doucetts. Heineman Lumber Company will start to move their logs from Scotts this week.

We were checking up the employes at Wausau who own automobiles and find that there are 120 cars operated in Wausau, owned by Milwaukee employes. The Ford seems to be most popular, there being 31, and the Chevrolet follows with 22 in number. This fact should be brought to the attention of the automobile dealers with a view of securing more of their business over the railroad, rather than have their cars driven in over the highways.

On Thursday, May 29, the city schools will close for the summer vacation, and we expect to have quite an increased passenger business, with teachers returning home and students coming home from the various colleges. This will mean extra equipment furnished on our regular trains.

The Milwaukee Railroad Women's club was delightfully entertained by the Wisconsin Rapids members at a one o'clock luncheon, on

April 8. A special coach was furnished and there was a splendid turn-out from members all along the division. A more detailed account will be given by our historian, under the chapter news, but we could not refrain from mentioning this trip as it will be one that will never be forgotten. Everyone had a good time and the Wisconsin Rapids members proved to be very capable entertainers.

Mr. Roy Minton, section foreman, has been promoted to roadmaster over the Dubuque Division, and began his new duties April 1. Mr. Minton has been in the employ of the company for the past twenty years, seventeen of which were spent on the Wisconsin Valley Division, with headquarters at Minocqua. Congratulations and good luck are extended to Mr. Minton by the division employes.

Mr. Erdmund Smith, brakeman, was very unfortunate recently when he received severe burns to his hands and limbs while lighting a gasoline stove. He was preparing a meal at Minocqua, just shortly before going on duty. He was brought down to Wausau and taken to the Memorial Hospital where he is receiving treatments, and the latest report is that he is getting along as well as can be expected.

The Passenger Department is busy getting ready for the summer schedule. Trains 103 and 102 will run to and from Star Lake daily from May 15 to June 18, inclusive. June 19 these trains will be replaced by the "Fisherman" on its regular summer schedule. The time of arrival at Minocqua and points north has been advanced ten minutes. The regular summer bus service from Minocqua to Boulder Junction will be carried out as formerly.

A baby boy was born to Mr. and Mrs. Nick Koss on March 16th.

Mr. William H. Reinhold passed away on March 13th at the home of his daughter at Baraboo, where he and his wife were visiting. Funeral took place at Baraboo, Wis. He was employed by the Milwaukee Road for the past forty-four years, making his headquarters at Tomahawk, before coming to Wausau about two years ago. The division employes extend sympathy to Mrs. Reinhold and family.

Trainmen on the road between Minocqua and Star Lake report deer so numerous that herds of 20 or more are seen along the track. The animals display no timidity and stand calmly gazing at passing trains. At this time deer are coming into the open country after "yarding" during the deep snow of winter. Nick Knudson, a woodman in the employ of the Stange Lumber Company, secured a motion picture of 25 deer in one herd.

Idaho Division

R. C. P.

SLATS WHALEN, Othello, is sitting up nights watching the owls.

Car Foreman G. L. Guest, Othello, has been on the sick list for some time.

A baby boy arrived at the home of Second Trick Wire Chief W. C. Sprinkel, Plummer Junction, on March 11.

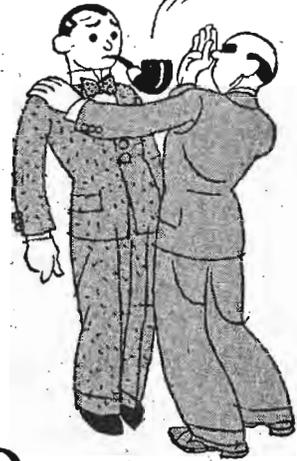
Operator Gus Myers, St. Maries, was under the care of a Spokane specialist for a few days being treated for the effects of a bad head cold. He has, evidently, fully recovered.

Engineer McCall has returned to main line passenger service, after being off two months, from the effects of being struck by an automobile at Spokane. He is still troubled, however, with stiffness in his neck muscles.

Agent E. M. Young, Othello, is on a ninety days' leave of absence and is occupying the time on his father-in-law's ranch in the Kittitas Valley, reclining in the shade and strumming on the banjo while the weeds flourish.

Mr. and Mrs. C. E. Potter, Malden, are leaving on a two months' trip to Michigan,

"In plain blunt words, Bill, your pipe smells like a 'Hot-Box'!"



ONLY an old and trusted friend would venture to speak so frankly.

A new pipe, or an old one carefully broken in with Sir Walter Raleigh's favorite smoking mixture, changes everything. And why shouldn't it? Sir Walter is milder and more fragrant. And it has the body and flavor found only in the finest of Burley, skillfully seasoned and blended. What more could we offer any pipe smoker? What more could he ask?

Tune in on "The Raleigh Revue" every Friday, 10:00 to 11:00 P. M. (New York Time) over the WEA coast-to-coast network of N. B. C.

How to Take Care of Your Pipe

(Hint No. 5) It's not true that a thick "cake" makes a sweet pipe. A heavy cake makes a hot smoke. A cake is necessary, but in a pipe, as in a car, too much carbon makes heavy, hot going. A thin cake makes the coolest smoke. Send for our free booklet, "How to Take Care of Your Pipe." Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. 116.



SIR WALTER RALEIGH

It's 15c and

it's milder



Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

You will find willing and able counsel among their officers.
Take your problems to them and let them help you.

SAVE SAVE

106

One hundred-six banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation.

This great banking group serves the same territory as the Milwaukee Road. Look for the emblem of the covered wagon.

Northwest Bancorporation
MINNEAPOLIS
Resources over \$483,000,000



*Money in the bank
means a clear track
ahead*

With a cash reserve in a savings account, you're ready for almost any emergency. Unexpected expenses can be paid without strain on current income. Money in the bank makes it possible to take advantage of opportunities, too.

And your mind is on the job full time when you have a sizable savings account—no need to worry over money matters!

**FIRST WISCONSIN
NATIONAL BANK**
MILWAUKEE

You Can Safely Put Your Trust
in the

**Spokane and Eastern
Trust Company**

Founded 1890
Affiliated with Northwest
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SPOKANE, WASHINGTON

A CLEARING HOUSE BANK

**FULLERTON
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1423-27 Fullerton Avenue
CHICAGO
(One Block West of Southport Avenue)

First National Bank
IN MILES CITY

MILES CITY, MONTANA
Capital, Surplus and Undivided
Profits - - - - - \$300,000.00

G. M. Miles, Chairman
H. H. Bright.....President
Oscar Ball.....Vice-President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier

First National Bank
of Everett, Washington

on the Chicago, Milwaukee, St. Paul
and Pacific Railroad, on Puget Sound,
has resources of \$12,000,000.00. Pays
liberal interest on deposits.

Established Since 1892

Indiana and Winnipeg, returning via Vancouver, B. C., and Seattle. Aren't some folks lucky?

Dad Lombard, veteran employe of the Othello roundhouse, died at Spokane on April 4, after a long illness.

H. W. Tilger, for many years section foreman at Revere, died at that point on April 12. Due to extreme old age he had not been active for the past few years, but had lived with his son, the present foreman there.

Conductor Ben Casey is relieving Conductor G. W. McGee on the St. Maries-Marengo passenger run.

Engineer Chas. Hankins and Fireman Dave Stocking called the other day to say, "Hello," and discuss the "Sitchiation."

Brakeman Harold Linehan and better three-fourths have had to move to Malden, where Harold has taken a main line ring job until something turns up out of Spokane.

Trainmaster E. E. Johnson covered 5,200 train miles in one month. What a roving nature he has.

Claim prevention meeting was held at Othello, April 14, and a large number attended.

Out-of-town visitors were entertained at a dance and supper in the evening.

S. C. D. Notes

F. B. H.

WELL, we surely have had important happenings in the S. C. D. office this month.

First of all, we have lost H. R. Campbell, general inspector. Dick has accepted a position with the Allegheny Steel Company, with headquarters in St. Louis. He has been with the Car Department for about twenty years in various positions and we are going to miss him very much.

Before leaving, Dick was presented with a beautiful Gladstone bag and brief case to match by a number of his Car Department associates.

We are very glad to welcome Mr. Tyrone M. Cannon into the S. C. D. family. He has succeeded Mr. Campbell as general inspector. Of course, Ty is no stranger to us, but we hope he will find the new work very pleasant.

Ruth Martens decided to forsake "single blessedness" and therefore left the office March 29 and was married to Mr. Elmer Schmitt on April 5th. Quite a number from the office attended the wedding and everyone says our Ruthie was a very pretty bride. The entire S. C. D. office join in wishing them a very happy and prosperous life.

On March 25th, Marie, Edith and Helen, gave a very lovely shower for Ruth at her home. It was a dreadful night, in fact, one of our worst storms of the winter swooped down upon us on that particular night, and

Ruth lives way out in Bay View, but in spite of the weather all but five of the girls gathered out there and gave Ruth a genuine surprise. The girls presented her with a lovely set of crystal goblets and sherbets, and the rest of the office force sent a beautiful floor lamp. Games were indulged in and then the girls served a most delicious lunch. The table was beautifully decorated in orchid and white.

Herman Klatt has moved into a new bungalow over on the South Side. When you get settled, Herman, we'll all be out!

One by one our boys are deserting the big horn-rimmed glasses. Martin Biller is the latest victim, and we all vote the new ones are very becoming.

We are very happy to have Mr. Wible back at work after a very severe illness.

Ethel Carpenter surely had a run of bad luck and all in one day. She broke the clasp on a string of beads and lost some of the beads, ruined a beautiful bouquet of artificial flowers, ripped a dress, broke off the prongs on a ring, and then, that evening the Ford wouldn't go. It wasn't Friday the 13th either. Can you beat it?

Edgar Geis has returned from a leave of absence and we are all glad to know he is well enough to be back at work.

Albert Forrest was laid off when Mr. Geis returned. We shall miss Al, because he always furnished us news, with his adventures in his car.

Harold and Irene Brautigam's father passed on April 5th at Tacoma, Wash. It was a great shock to them as Mr. Brautigam has been in excellent health all winter. The S. C. D. family wish to extend their sincere sympathy to them in their loss.

Bernice is still making those week-end trips to Chicago and when she gets back, she always raves over Wayne King and his wonderful orchestra. I'm beginning to think that Harold, Irv and all our local sheiks are inclined to be jealous of Wayne King. Better watch out, Bernice.

Miss Lucile Deppe has accepted the stenographic position which was left vacant by Ruth leaving. We are glad to welcome Miss Deppe into this big S. C. D. family and hope she will enjoy the new work.

Kansas City Division C. M. G.

THE death of Engineer Geo. F. Robinson of Kansas City, occurred on Saturday, March 22, while he was on duty. He was stricken with heart failure while at the throttle of the locomotive on train No. 3, just before arriving at Excelsior Springs, Mo. For forty years Mr. Robinson had been an engineer and was one of the oldest on the Kansas City Division; he had a perfect record of forty-nine years' service with the Milwaukee Railroad. Mr. Robinson's death was noticed by Fireman Enzely Milburn, who was relieving the regular fireman, Henry McCoy, and his quick action in closing the throttle, applying the brakes and thereby halting the train, avoided a collision with a freight train ahead, that was to take a siding and allow train No. 3 to pass. Mr. Milburn took the train into Excelsior Springs alone, where he reported the death of Mr. Robinson and a new engineer was picked up and the train proceeded to Kansas City.

Wm. Barber was on the division for four days, soliciting members for the Employees' Pension Association.

Mary Garden and party were passengers on the Southwest Limited on Saturday, March 29, from Kansas City to Chicago.

On Sunday morning, March 30, handled two special trains of the Chicago Civic Opera Com-

pany from Kansas City to Chicago, and they were handled on the K. C. Division in the usual "on time" manner.

Someone wanted to know if the "Cubs" were getting their spring training at the Sherman Street Station baseball diamonds; while, someone else asked if the Milwaukee Railroad was going to have a representative team in the American Association, but both parties were informed that it was just some of the office gang getting "warmed up" for the afternoon's work.

Mrs. J. W. Sowder and daughters, Norma and Mrs. Ilee Allen, returned from a visit with relatives in Monroe, La., and Kansas City, on April 3. Mrs. Allen has resigned from the position of comptometer operator, which position has been assigned to Miss Hazel Jones, formerly of the John Morrell Company.

Comptometer Operator Joe Vandermuellen will leave on April 12 for Chicago and Louisville, Ky. She will visit with her sister in Louisville, Ky., and with friends in Chicago, en route home.

Lew Schwartz, chief clerk to Southern District Storekeeper J. C. McDonald, was a visitor in Ottumwa during March. Upon his arrival in Ottumwa Mr. Schwartz experienced some difficulty in locating the West Yards, seemed none downtown could inform him just where the West Yards were and none was able to direct him there; finally, after arriving he was agreeably surprised at the layout he found there.

Roundhouse Foreman D. R. Davis of Coburg, his wife and daughter, were recent visitors in Ottumwa.

Engineer Henry McCoy of Kansas City, visited for several days with friends in Ottumwa during the week of March 24.

W. A. Moberly and gang started laying rail near Linby on March 1 and completed the job on March 27; going from this division to the Iowa Division.

General Foreman J. T. Loftus will have charge of surfacing gang who will start surfacing track between Washington and Linby on April 16, where the new rail has been recently laid. Also, two maintenance gangs of 75 men will surface track from Jerome to Ottumwa.

Mrs. Mary Sheridan, Minneapolis, is visiting in the home of her son, G. C. Sheridan, storekeeper, K. C. Division. She will be a guest in his home for about two months.

Rodman Harlan Perdew of Ottumwa has been temporarily assigned as rodman in the office of the division engineer, due to the extra ballasting work. Howard E. Coker has been assigned to the position of tapeman in the same department.

The Iowa State Highway Department plans on extensive paving on the state highway, which parallels our line from Rutledge to Cedar Rapids, this season. Contractors are arranging to make plant setups at Webster, Williamsburg and Conroy.

Engineer Wm. Johnson, who was off duty during the winter months, has returned to work. While on his leave he visited in Minneapolis and Chicago.

After a winter spent in California, Engineer Ollie Clark has returned to Iowa and his home city and is again back in the cab and running them over the rails.

Mrs. M. P. Hannon just returned from a ten days' visit in Chicago.

Mrs. F. E. Orvis, who had been a patient in St. Joseph's Hospital for two months, returned to her home on April 10, greatly improved.

District Boiler Inspector Henry Wandberg of Minneapolis, made his periodical inspection trip to this division during March.

Division Accountant A. C. Daacke and Mrs. Daacke spent the week end of April 5 visiting



Time Out for a pipeful

BRAKEMAN W. F. Bennell and Switch-tender M. J. Rustia light up with Edgeworth while they swap a word or two in the New York Central's 60th Street yard. Edgeworth fills in a man's spare minutes, and the cold outdoors gives an extra edge to a few puffs of this good old tobacco.

Edgeworth *belongs* in the pipe of every man who likes his smoke rich and friendly.



If you don't **KNOW** Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Address Larus & Bro. Co., Richmond, Va.

EDGEWORTH SMOKING TOBACCO

LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

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

My name _____

My street address _____

And the town and state _____

Now let the Edgeworth come T23

in the home of Mr. and Mrs. George Barnoske at Marion, Iowa.

Operator W. D. Wright, West Yards, was relieved for several days during March by J. E. Ruckman. Mr. Ruckman also relieved Miss Martha Brown, operator at West Yard for several days recently, during which time Miss Brown motored to Chicago and other eastern points.

B. H. McNaney and A. E. Peterson on the Rule Examining Committee, held a class of instructions for train dispatchers at Ottumwa on April 8. They complimented the local train dispatchers' office on the proper application of the rules, especially with respect to the dispatchers' train order books.

Mrs. Lee O. VanDyke, wife of conductor, has gone to San Francisco, Calif. to visit with her sister.

Operator F. K. Cramer of this division, is filling a temporary assignment at Ebner, Ill. T. E. Manso, agent at Lawson, Mo. (Ray County), is a pretty busy man these days, taking care of the construction material to be used in connection with the laying of double track between Polo and Birmingham.

Instrumentman J. H. Skelton of Sioux City Division and Rodman S. H. Ely from the Illinois Division, have been working temporarily on this division for ten days and departed for their respective homes on April 13.

H. & D. (West) Division

E. A. D.

WILLIAM "BILL" FOSTER, genial conductor of the west end, is back on the job again after spending the winter months at his home in Sumner, Wash. We were very glad to see his cheery smile again.

Our trainmaster, Mike Skord, was seen passing out the cigars the other day and while in the act was smiling all over. The occasion was the arrival of a train mistress that morning. The girl and mother are getting along just fine.

The many friends of Miss Flossie Rehfield are very sorry to learn that she is confined to the hospital. She recently had her tonsils removed and has not recovered from the effects of the operation. We all trust she will have a speedy recovery, so that she may soon be back at her desk in Mr. Phelan's office.

Thomas Dafnis of the Roundhouse Department, was confined to Lincoln Hospital for several days the past month with blood poisoning. Tommy says his winter wages are shot now.

With the coming of the warm weather everyone is planning their summer diversions. Dispatcher Ayres is planning to capture the golf crown, but Ticket Clerk Joe Johann will be hot on his trail. Conductor Fred Brown is going to have some new fish stories to tell us this fall. Gus Rueland will lead his diamond ball team to the city championship.

Grover Towner, brakeman of the Edgely Line, is one of the aspirants for the Democratic nomination for sheriff at the coming May primaries. We all wish you luck, Grover.

You may not recognize some of the employes of the Milwaukee at a first glance but on second look you will know them. The unusual facial growth is for the benefit of "American Legion Days of '81." Some of the boys remind you of days gone by.

Yesterday while walking down Main Street we noticed Mike Skord driving a new Ford, and as yet we do not know whether Mike will ride the engines or use the new car.

Among the various visitors on business and pleasure the past month were: General Superintendent Christoffer of Minneapolis; Superintendent Gillick of Miles City; Superintendent of Police Benson of Chicago, and Mr. Anderson of the Locomotive Department.

The Milwaukee diamond ball team are out every night and when the next issue of the Magazine comes out we expect to tell you that they are on top of the league. Manager Gus Rueland is asking every employe to come out and root for the boys.

Fire Marshal Frank Robinson of the roundhouse, is holding weekly fire drills and they sure are getting some action, and the bunch would be a credit to any fire department.

East and Middle H. & D. Division

Jerry

Conductor Frank Raymond has returned from sunny California and has resumed service on the coast runs.

Engineer Frank Fowler is back on the Bristol helper job after an absence of two months spent at Oregon City, Ore., with his parents.

Conductor Thos. Curtin who has runs 403 and 406 on Fargo Line, sojourning at Hot Springs, Ark.

Engineer S. A. Brophy has returned after a 60-day visit to Los Angeles and Denver.

Several H. & D. Division engineers attended the midwest union meeting of the B. of L. E. held at St. Paul, March 17, 18, 19.

Conductor Pat Lawler was a California visitor last month. He is now looking for another Pershing Square within this vicinity.

H. & D. engineers who were formerly on the Kansas City Division, were shocked at hearing of the death of K. C. Division George Robinson March 24th, all of them having fired for him two decades ago.

Their sympathy is also extended to S. C. & D. Division Engineer Leonard Hayward whose wife passed away March 11th. Len was formerly a K. C. Division employe.

Yard Switchman Harry Renbarger is vacationing in "the land of sunshine and oranges," adjoining the mighty Pacific.

Blaine Dollarhide is now roundhouse man at Bristol.

Engineer W. A. Eddington has returned from a visit in the Ozarks.

Yard Foreman Thos Sullivan, Milbank, is back on the job after an extended lay-off.

Conductor Jake Hammre is on Fargo Line runs in place of Conductor T. Curtin.

Iowa, Middle and West

Ruby Eckman

ENGINEER HENRY NICHOLS laid off the fore part of April to go to Des Moines to attend a service at Plymouth Congregational Church, which meant much to him. Following a Sunday evening vesper service a memorial window was unveiled, which was dedicated to the memory of Miss Margaret Camp, a granddaughter of Engineer Nichols, who died last year. The young lady had been very active in church and community welfare work and the window was the first of its kind dedicated in the church.

W. C. Bliss, the Milwaukee agent at Persia, was elected mayor at the last election.

Ora Miller, formerly of Mobridge, South Dakota, took up his duties as roadmaster on the Middle Division April 1st, taking the place of F. Kovalesski, who was transferred to the Twin City Terminals.

Mrs. Lars Legvold, wife of one of the B. and B. Department foremen, has been confined to the hospital and her home for some time as the result of having been knocked down by an automobile. Her daughter, Mrs. Keckler, came from Indianapolis to assist in her care.

Machinist Otis Fulhart of the Perry Shop force, had a chance to eat some of his own cooking the fore part of April when his wife went down to Libertyville, Ill., to visit her daughter. Otis didn't seem to lose any flesh so must have been a good cook.

Billie Howe returned to work the fore part of April after a several weeks' lay-off during which time he had a major operation.

Harold Hass, who had his hand mashed several weeks ago was able to go back to work the 1st of April.

Saturday, March 29th, was a big day for the members of Division 203 of the B. of L. E. at Perry. On that date they celebrated the 67th anniversary of the founding of their organization and at the same time presented forty-year badges to some of their members who had been members of the organization for forty years or more.

They had a rousing meeting at their hall in the afternoon and this was followed by a picnic supper which was attended by their families. Following the supper a program was

Why Wait? Get it Now!

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given which included the presentation of the badges to Engineers Jake J. Brown, Wm. D. Rait and Dr. H. A. Foltz, who for years was an engineer and who has retained his membership in the organization since his retirement from railroad work.

Robert Stockwell, general chairman of the B. of L. E., was present and made the presentation speeches.

April 6th Luman C. Newell, the senior conductor on the Iowa Division seniority list and one of the oldest employes on the system, died at Iowa City where he had gone for treatment. Death followed an illness which had kept him from work for close to ten years. Mr. Newell's original seniority date was 1868, his first work being on the Prairie du Chien Division. The remains were brought to Perry for interment beside those of his wife. Funeral services were in charge of the Order of Railway Conductors of which organization he had been a member for many years.

Milo Dillon, who recently retired from active service as an engineer and who has been making his home in Excelsior Springs, Mo., came to Perry the latter part of March, bringing with him Mrs. Dillon, whom he had married at Liberty, Mo., on March 11th. Milo received the congratulations of his many friends in Perry.

Several of the Perry railroad men went to Des Moines in April to the spring ceremonial of the Mystic Shrine. They had to see that Conductor O. R. Taylor was properly initiated. "Slim" worried for several days about the ordeal.

H. B. Wyckoff, one of the veteran switchmen in Council Bluffs yards, died the latter part of March following a few hours' illness. Mr. Wyckoff was a brother of Engineer H. Colburn's wife of Perry.

Charles Koehn, who retired in February after forty-eight years of service as a section laborer and foreman, died at his home in Maxwell on March 26th, just one month after his retirement. Mr. Koehn had been suffering from heart trouble and that caused his death.

Roundhouse Foreman A. J. Kressen has a daughter in Perry High School who was a member of the high school basket ball team which won the state championship for Iowa. Needless to say, A. J. K. was justly proud of the team.

Iowa (West) and Des Moines

Lightning struck the depot at Pickering the 16th of March setting fire and burning it to the ground.

B. C. Snyder, agent at Dawson, had to go to the hospital at Iowa City the latter part of March for an emergency operation for appendicitis. Lester Schlieman handled the relief job for ten days and then J. A. McDonald took charge. McDonald had been doing relief work at Neola for several weeks while Freeman Doyle was on the lay-off list. O. J. Atkins, Jr., another relief agent, was in charge of Bouton station for several days as E. T. Corbett was unable to work on account of sickness.

Engineer Ralph Owens has been doing his own cooking for a few weeks while his wife has been visiting in California. Ralph must be a pretty fair cook as he hasn't lost any flesh.

Electric Flashes from Deer Lodge and the West R. M. Division

"Willie"

YOU just ought to see that town of Alberton since they have the new Lickrish lights. The turning on of the lights was celebrated by a big dance. All had a fine time and now most

everyone has a new Lickrish radio so they can hear Amos and Andy.

Dispatcher J. T. Josephson and family have returned from a couple of months in California. J. T. is filling in vacancy of Jack Weatherly, who has gone to the Coast Division.

Mr. and Mrs. Frank Walters returned from a trip to the coast and California points and then moved right to Missoula. Conductor Walters took the Trouble Shooter by bulletin.

Mrs. F. T. Tavenner has returned from a visit in Southern California.

Machinist Apprentice Howard Dooley has been transferred to Milwaukee shops and Michael Duruy of Milwaukee has been transferred to Deer Lodge to complete his apprenticeship. Better look out, girls, Michael is a winning fellow.

Electrician Fred Leach has returned to Deer Lodge Shops from a leave of absence spent in California. That's right, Freddie, they all come back sometime.

Here's some real news! Miss Erna Soderstrom, the lovely daughter of Mr. and Mrs. John Soderstrom, is now Mrs. Victor Peterson. Vic is a popular employe of the Superintendent's office. The young couple will make their home in Deer Lodge. Congratulations, folks.

Miss Edith Sears, daughter of Master Mechanic Sears, has returned to her studies at Chicago University after a visit with her parents.

Engineer C. S. Daniels has returned to work after a two weeks' vacation spent on the coast.

What we would like to know is what is "Chuck" Laird going to do with that five-room house. Guess time will tell.

Special Apprentice W. B. Reitmeyer has moved his family to Tacoma where they will make their home.

Engineer Dave Cushing and Mrs. Cushing have returned from a visit in Chicago and St. Louis, Missouri.

From the Cross Roads of the World

Roberta Bair

THE bowling season for the Recreation League is about to close. Wednesday night, April 16th, the final gong will sound. The Milwaukee has been well represented during the entire year. Two teams have fought for Milwaukee supremacy since September 25, 1929. The Milwaukee office team has held first position practically the whole season. Just now they are in second place and the Store Department are in the fourth place. The office boys still have a chance to tie for first place, so the fight isn't over yet. In all there are 8 teams competing and the C. M. St. P. & P. office has won 52, lost 29—per cent .642. The Store Department has won 44, lost 37 for a percentage of .543. The office team should take the last 3 games although they have quite a handicap to overcome. The C. M. St. P. & P. Store Department have a pretty tough team to battle with and it looks like a 50-50 proposition with them. After all is said and done the division of the spoils will be the biggest event of the season. This will take place after bowling April 16th, and no doubt there will be some celebrating going on around town.

No doubt we should make honorable mention of Leo Huberti of the office team, and Howard Hollis of the Store Department team, for their averages of 170 for the entire season. George Scholl should not be overlooked either, due to his unquestionable ability both as a bowler and as secretary of the league. Since he handles all the cash, he is by far the big shot of the whole league.

We feel that spring is surely here to stay this time and with the bowling season closing

now the eyes of the sports will turn towards golf, baseball, mushroom hunting and motorcycle riding.

Leo Huberti, "The Flying Flash," has opened up the spring season by unrobing his "Red Devil" (motorcycle) and has to date met defeat once at the hands of the green and black Chrysler roadster we see on the streets here. Leo is quite wrought up over this and says, "That won't do at all. If she won't do more than 85 per, I'll trade her in." Do you blame him?

We wonder if our genial master mechanic, Mr. G. E. Passage, really meant what he said at the last Safety meeting when he announced: "We have with us tonight several good speakers and Mr. Thompson."

Robert Methuslah Burns, field engineer on the Terre Haute Division, recently purchased a new Master Six Buick automobile. Several days before the final arrangements for the purchase were made, he could be found every day, except Sunday, between twelve and one o'clock, sitting on a high stool practicing driving and we all knew at that time that it wouldn't be long. He wasn't so enthused over a car, but because of a bet he had with Engineer Al Burt to the effect that he would be the owner of an automobile before the expiration of 1929, the wager being a \$5.00 hat (cheap at that), Mr. Burns being a pure-bred Scotchman, thrifflily deferred the purchase of the automobile until 1930. So, after Robert had won the bet, he took out his wallet and made the investment. After the investment had been made Engineers Osmer and Burns carefully surveyed the back yard at the Burns' residence and decided on a spot for a garage. So now one of Robert's relatives is hurriedly erecting a double garage. Bob says that he



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does not need the money and does not expect to derive any profit from the double garage, but his idea is that in case the new Buick should miss one hole there is still a chance that it might hit the other one. Owing to the experience Robert has had in operating a track motor-car, and the driving practice on a high stool, he does not feel that he will need as many lessons as the ordinary purchaser of a new car. He has only been taking lessons three weeks now, and has already learned where the starter, clutch and foot brake are located. It is thought that in another week or two, he will start work mastering the art of gear shifting. Robert has come to the conclusion that on account of the additional work of guiding an automobile, it is a much more complex machine to operate than a motor-car. Mr. Burns expects to be able to drive the new Buick by the time warm weather has definitely arrived, and has promised to throw a big picnic for the entire office force at his own expense; and, as an additional treat, he is going to haul each employe and his family to and from the picnic grounds in the new Buick. Robert being a pure-bred Scotchman, it is felt by some of the more skeptical people in the office that this picnic promise is merely a rumor, but some of the more optimistic employes of the office don't think that Bob will disappoint them, and are anxiously awaiting the time when Bob can successfully maneuver the new Buick without a tutor.

Charlie Cade, lineman on the Terre Haute Division, motored to Fort Wayne, Indiana, April 12th to bowl in the state tournament. He is leading the state at the present time in the singles with a 699 score and, with his partner rolled 1,205 in the doubles and 1845 in the all-events. We think this a mighty fine record and we are proud to say he is a Milwaukee employe. Keep up the good work. Here's hoping you stay on top, Charlie.

West Clinton

R. W. Males wishes to announce that he will discontinue working on his new thirteen-month calendar until fall.

Nye Parker is making quite a name for himself since he has become interested in the high school affairs at St. Bernice.

Sympathy is extended the family of B. C. Randolph, who died very suddenly on April 7th. Ben was an old employe of the Car Department.

We are pleased to learn that Conductor D. S. Wellman, our present township trustee, will again seek reelection. We wish him the best of success as he has already done a great work for our schools here.

Operator Paul Scott is relieving Operator Doc Johnson for a few days.

Joe Wright is all out of humor now and all on account of having to tell the census taker his age.

Madison Division Notes

W. E. F.

WE all have every reason to be a little "High Hat" after the wonderful write-up in this Magazine last month all about our beautiful city and particularly of our magnificent State Capitol which appeared on the front cover.

Bill Kline, chief clerk in Mr. Kenney's office, is on a leave of absence on account of sickness. Hope it will not be long until you are with us again, Bill.

W. F. Freëbern, storekeeper, is also on the sick list, but expects to be on the job again soon.

Fred Liegois sold his "Essex." When, where and how much, we know not. Cannot understand why Roy didn't pick this bargain. You

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know what any Essex can do Roy—did the trip to Rockford have anything to do with it. Can't buy things on the installment plan there, you got to take them for "better or worse."

Is Bess Hickey ever getting Ritzzy, just moved into the new "Claridge" the classiest apartment in town.

We understand Conductor MacPherson was looking at the bachelor suites also—but Mac understood them to say there was no closet for clothes and sheets were not furnished. Believe it or not you never know whether there are sheets or not when that "Roll-Away Bed" comes out and meets you when you come home. But of course you couldn't possibly do without a closet—the wicked "Beau Brummel" class of dress you fling—and that cute little feather you wore in your hat last year, what would you do with it minus wardrobe facilities.

Conductor Harry Vedder is back on the job again after spending several months in California. Harry sure knows his roses.

Will Dee of Janesville, is another one working again after a visit of a couple of months in the West.

Otto Schicker, passenger engineer on the Mineral Point Line, is home after a month's stay at Hot Springs, Ark. He also took in the Mardi Gras.

Tom Fox, engineer at Janesville, was recently presented with a very beautiful Coxwell chair at a banquet given in his honor by the Order of Locomotive Engineers. He was spoken of very highly by all his associates. Funny, I can't help lovin' that man myself.

Beg Pardon

Bill Kenney, Division Master Mechanic, represented remarks in the last issue of this Magazine—saying he had no family—and came right out with the proof. So BEHOLD "Bill and Barney." Barney is just three years and three months old and all of us who know him will say he is some temperamental "baby."

Believe it or not, Strawberry Dunn, popular conductor, spends an hour or more every Sunday morning at the park with "Annie," the elephant. He says she will roll over and do all kinds of stunts for him and he gets quite a thrill out of it.



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

D. H. A.

OSCAR VACHREAU, who has been our night yardmaster for twenty years, has been promoted to day yardmaster at Harlowtown, beginning his duties there March 16th. Mrs. Vachreau will stay at New England with Florence and Dolores, who are attending St. Mary's Academy there until the end of the school year, when the family will move to Harlowtown. We are sorry to lose the Vachreaus from our midst, but wish them the best

of luck in their new home. Mr. A. E. Hoopes of Harlowtown has taken Oscar's place as night yardmaster here.

Roadmaster Ora Miller has also received a promotion and has been transferred to Marion, Iowa, the family remaining here until school closes when they will go to Cedar Rapids, Iowa, to live. Although the Millers have only lived here two years, they have made a number of friends who regret their leaving and our good wishes go with them.

Due to the reduction in forces, the position as clerk in the chief dispatcher's office has been abolished. Ann Anderson, who was employed there, exercised her seniority and displaced Miss Marie Blake as general clerk in the freight office. Ann is now a half and half girl, working forenoons in the freight office and afternoons in the dispatcher's office. Variety is the spice of life and we are sure getting it in the freight office, having had a different general clerk for every month this year so far. Wonder who will be next.

Mr. and Mrs. Carl McMullen of the Car Department are the proud parents of a 10½-pound baby boy born March 26th. Mr. and Mrs. Kim Petroff have a new baby daughter born March 29th.

Mr. Roy Kidd of La Cross, Wis., spent a week here visiting with old-time friends.

In the spring our thoughts turn lightly to love, and wedding bells will soon be ringing again—by the time the Magazine appears again Leo will be passing the cigars.

Mr. and Mrs. J. P. Rothman of Spokane, are spending a few days here on business, also renewing old acquaintances.

Mrs. Leo Middleton is spending a week visiting at the home of her mother at Freeport, Illinois.

Engineer Avery Gibson, who underwent an operation at the Mobridge Hospital, has now fully recovered and is back on the job again.

A certain young lady from the Pierce cafe came rushing madly down the platform and upon inquiring where the fire was, she informed us that a popular East End engineer had forgotten his store teeth in the cafe and she was bringing them to him in the engine before his train pulled out. That's being absentminded, isn't it?

Ole Hannes of Miles City, is our new yardmaster, taking Ora Miller's place. Welcome to our city.

Car Foreman A. C. Rognelson is enjoying a visit from his mother of Valley City, N. D.

Assistant Superintendent E. L. Cleveland, Agent R. S. Lewis, Trainmaster A. F. Manley and Traveling Engineer A. A. Fisher attended the claim prevention meeting at Miles City.

Miss Claire Riffle, who was successfully operated on for appendicitis at the Mobridge Hospital, has recovered sufficiently to return to her studies at the South Dakota University. She was accompanied to Vermillion by her mother, Mrs. Milt Riffle.

Talk about the idle rich, Machinist Emil Kaiser has just returned from a sojourn of three months in sunny California. Some people have all the luck.

Mr. and Mrs. J. C. Caldwell spent a few days in the twin cities.

Illinois Division

M. J. S.

Broadcasting from WGC—Savanna Yard Good Ideas are Worthless Unless Put to Use—Safety First

OUR Genial Car Inspector Andrew Kuhn is running for alderman in the fourth ward and has for his opponent, Car Inspector George Clay. The results of the election are not in as

yet, but Andrew promises, if elected to the high office, that he will do everything in his power to protect the citizen's interests in every way possible. Andrew's platform is lower taxes, wider sidewalks and the elimination of unnecessary waste.

Assistant Yardmaster L. R. Kentner and Engine Foreman L. L. Weldon were kept busy during primary election day, Tuesday, April 8, in getting their favorite selections elected to political offices.

Bill Clerk E. Anderson and wife spent a few days in Chicago the early part of the month and attended some fine stage productions.

Six new lockers have been installed in yard offices at Savanna Yards for use of clerks. They are of fine construction and are much appreciated.

The baseball season has opened again and "Peek" Correll, the robust clerk, is banking on the Sox and Cubs to come through this year with high honors.

Miss Jewel McGrail spent Monday, April 14, in the Windy City doing her Easter shopping. Jewel is letting her hair grow out again. Jewel says longer dresses demand longer hair.

Engine Foreman Bert Follett threw a spring party unexpectedly early part of April. Bert lost \$8.75 playing stud poker, otherwise the party was a success.

James Kennedy, Jr., Howard Henninger, callers, and Bill Clerk George Correll, and several other boys around Savanna Yards, have been emigrating to Clinton, Iowa, lately. Understand the boys have spent some very enjoyable evenings in that fair city and find it very hard to leave.

Assistant Yardmaster Thomas Griffin and wife have returned from a six weeks' trip to California points and New Orleans. They report having a fine time.

"A thing done right today means less trouble tomorrow"—Safety First.

"Where Slack Runs In and Out"

Brakeman O. Rowe and wife left for Hot Springs, Ark., in the interest of Mrs. Rowe's health.

Conductor L. E. O'Donnell and wife expect to soon leave for Hiland, Wyo., to spend the summer months on their homestead at that place.

Conductor F. L. Danford and wife and Conductor G. A. Burt and wife have returned from a delightful trip to New Orleans, where they attended the Mardi Gras, and to Houston, Texas, to visit Professor and Mrs. M. Durrenberger, son-in-law and daughter of Conductor and Mrs. Danford. Also visited in the Rio Grande Valley at Harlingen, Texas, with the parents of Ye Scribe, Mr. and Mrs. J. L. Johnson, "Milwaukee" residents of DeKalb, Illinois, who have been spending the winter in Texas. Conductor and Mrs. Burt looked over their land interests at Raymondville, Texas, in the Rio Grande Valley. The party also visited at Brownsville, Texas, and into Mexico.

Deepest sympathy is extended the bereaved members of the McGinnis family on account of the sudden death of Conductor Sam McGinnis at Savanna, March 25, due to heart failure. Funeral services were held at Savanna, March 27, with interment made in the City Cemetery. The Brotherhood of Railway Trainmen attended the funeral in a body and had charge of the services at the grave. The casket was attended by James Drain, George Savage, John Slick, Ben Freeze, Robert Smith and Ernest Graves.

Deepest sympathy is extended to the E. G. Collins family on account of the death of Fireman Emmet Collins, March 26, at his home in Savanna, due to heart failure. The wife and three small children, as well as other relatives are left to mourn his death. Funeral services were held at the Lutheran Church at Savanna, with interment in the City Cemetery.

Congratulations are extended to Mr. and Mrs. Eugene Field Smith, who were married at Inglewood, California, March 22. Mrs. Smith, nee Florence Swift, is the daughter of Signal Supervisor A. O. Swift, formerly of Savanna. The bridegroom is employed by the Gilmore Oil Company in Los Angeles, and the happy couple will make their home at that place.

"He who goes the wrong way first must make the journey twice"—
Safety First.

Davenport Gossip

Do good work—it's a good investment—
Safety First.

Lester Crouse, switchman at Davenport, is sporting a new Oakland sedan. More power to you, Lester.

Earl Whalen, night car man, has also spent his bankroll for a new car. He is driving around in a new Ford coupe. Try and be more careful, Earl, so you do not wreck this one like you did your Jeffries.

We also notice that "Mickey" Doyle, day foreman in Davenport Yard, is the proud owner of a new car, his being a new Chevrolet.

Business is sure good in Davenport, as far as new cars are concerned.

Ernie Johnson, engineer, at Davenport, had a nice trip to California, but had hard luck when he got back. He underwent an operation for gall trouble, but is resting easy now. Ernie made a remark once that he never would have an operation, but guess he changed his mind when he thought he was going to pass in his checks. Here's hoping for a quick recovery, Ernie.

A traffic meeting was held at Moline April 8 and was very well attended. Dinner was served at the Elks' Club for the members. W. M. Thurber was chairman at the meeting.

J. J. Flanagan had a strange accident last week. His automobile jack slipped off while he was changing a tire, and it struck him over the eye. We consider Jack pretty lucky, because all we see that he got out of it was a black eye.

The weather is getting more like summer, and it's about time to arrange for our annual picnic. Hope the girls from Savanna will start practicing so we will have a little competition this year. We don't want any excuses this time.

Tri-City Terminal News

He who practices Safety First loves others besides himself.

The sympathy of the Milwaukee employes is extended to Verne Mason, switchman, in the loss of his mother, who died suddenly on April 10.

Mr. and Mrs. Wm. Dehning have gone to Missouri to spend a few days with their son. Engineer Ernie Johnson has been confined to the hospital for the past couple of weeks. We hope for your speedy recovery, Ernie.

John Wyatt, stationary fireman, was also taken to the hospital a few days ago. We are looking for your early return, John.

Bill Sass, hostler on the first trick, has been laying off the past three weeks, and we understand he is learning the building trade.

A few of our old friends were calling on us the past month, namely Joe Kenefic of the Air Reductions Sales Company, Henry Wandberg, boiler inspector, and P. E. Buettell, fuel supervisor.

We understand Jack Conner, boilermaker at Nahant, is a mechanical genius when it comes to automobiles and radios. They can't fool Jack.

Max Buchholtz, engineer, was glad to return home last week when they took down the little sign "SMALLPOX" which has been hanging on the front door for the past three weeks.

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Watch Inspector for C. M. St. P. & P. R. R.

We are all glad to see Harry Hansen, fireman, back on the job again, after being off sick for the past three months.

Attention, Helen! Now that the winter months are o'er, you don't need to hibernate any more. Better come out in the balmy springtime breezes, and bring along some news items, as we would like to have the Car Department represented in the Tri-City Terminal news.

The possession of brains carries with it a serious responsibility.—Safety First.

"Scraps" from South Line Track
Easy rests the head that wears the crown of "Safety First."

Sympathy is extended to Coal Heaver Fred Yates at Ebner on account of the death of his mother, Mrs. Amos Yates, who passed away at her home in Ohio, Illinois.

First Trick Operator Arthur Pape was taken seriously ill while on duty and moved to the Jane Lamb Hospital at Clinton, where he received treatments, and on March 29 was brought to his home, where he is recovering nicely. Operator James relieved him.

Mrs. Gertie Pape and Mrs. Louis Schildmiller, of Chicago, mother and sister of Operator Pape, are visiting at the Pape home at Thomson.

Mrs. O. F. Mudd, wife of the section foreman at Thomson, has so far recovered from her recent accident as to be able to be out and around.

Agent W. A. Adams attended a Kiwanis meeting in Fulton recently. Just let "Bill" know where there is something to eat and he will be there.

Tacoma Shop Notes

"Andy"

ABOUT the first seasonal thing to mention this month, will be a few remarks about some of the new clothes we have seen worn by some of the people around here who can afford such things. Bill Luebbe blossomed out in a new tweed, almost as loud as the power house whistle. The first person who heard the suit was none other than "Handsome" Thrasher, and he, of course, made the proper complimentary remarks. We were wondering if the goat got Bill's other suit, and if he did, he's got something to chew the rag about. Bill Strinsky had his vest cleaned, they say that it fell into the flue rattler. Harvey Snyder also showed up one day all sheiked up, don't know whether he was stepping out, or did not have time to change clothes before coming to work. Miss Keyes, got a new pair of folding galoshes to carry in her vanity case, in case inclement weather shows up while en route to and from the shops. Two Gun Jim got a new pair of "Dungeries" which has some very attractive stripes running longitudinally, of the Zebra design—we have suggested that the stripes should have run horizontally, to give him more of the corkscrew appearance, that is so desired, during these wet and dry arguments.

It has always been the consensus of opinion among horticulturists and grassologists, that it was impossible to grow Shamrocks on the Tide Flats. Whether this was due to not enough blarney, an over supply of Irishmen, or a shortage of them (which is possible, but not probable or an actuality), has not been determined; however, A. W. Wilson, the Boilershop Chambermaid has blasted these theories by obtaining some slips direct from the "Ould Sod" and

growing them on the flats, the first sample of which was presented to Con Desmond, who runs the cherry picker. Con has had it mounted and on display.

A brand new highway is being constructed by means of pumping the bottom of the Puget Sound on top, between 11th Street and Lincoln Avenue, which will be a great aid in handling the traffic, also make it possible to get away quicker at quitting time. Ed Dailey was a pretty busy man answering questions, as to what was to become of the Mountain View Hotel, however he agreed with everybody, whatever they thought should be done with the hotel, he assured them would be done. Leonard Johnson kept an eye on the pipe line in case some her-ring should come through, so he could ask them how things were over in the old country, but all he saw was dog fish. Understand that as this highway runs along our beautiful seashore, with an unobstructed view of the sky on week days, they may possibly construct a board walk similar to that at Atlantic City. Jim Stevenson has already applied for a job as chair pusher, but the job has not yet been bulletined, and furthermore Jim lacks color, he's too light.

Frank Buchanan had his car, the Flying Cloud, stolen, and when it was returned, it looked like it had been hobnobbing with some storm clouds. It had been taken from his garage and damaged to the tune of about \$500.

We don't want to forget to give honorable mention to Mr. J. T. Kelly, who recently forwarded to us about eight pounds of tin foil. Tin foil is collected here for the benefit of the Shriner's children's hospital. The cause is a noble one, and he who will collect and send such a donation, must be equally as noble, and we therefore want to thank Mr. Kelly.

Mrs. Walter Jennings called on us the other day with her little boy, just three months old, and we were all surprised to see what a chunk, the chip off the old block has grown to be. If he keeps on at the same rate as he started, he will be big enough to carry Ethel around.

In our question and answer department for this month, we have a question from Hannah Kelly, who wants to know how much one hundred pounds is? Answer—it is almost, but not quite, yet nearly about and very close to approximately.

Ah!—a new road louse has entered our midst, a gas bus of the DeSoto variety. Paul Jasmer buys the gas, oil, license, and drives the thing, so we imagine he owns it—welcome to our parking space.

They ought to call Jim "Tarzan" because he is always monkeying around.

The bowling season came to an end, with the Roundhouse, first; Freight House, second; Store Department, third; Boilershop, fourth; Traffic, fifth; Machine Shop, sixth. Nothing to do on this now until next year.

Iowa (East) Division, Calmar Line and Atkins Shops

J. T. Raymond

PASSENGER BRAKEMAN L. R. CURTIS and wife returned from Los Angeles, California, where they spent the winter months, Mr. Curtis resuming work on No. 19 between Marion and Omaha March 20th.

Brakeman Merle D. Smith has returned from the Springs where he spent three weeks taking treatments.

Brakeman L. E. Mathes was off duty a few days the latter part of March on account of sickness, C. E. Farrington relieving on Nos. 10 and 31 between Cedar Rapids and Savanna.



LIGHT

WHEN and WHERE YOU NEED IT

Handy 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.

Greater Candle Power
—Stronger and better diffused light
—Sturdy Construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern"
With or without rear 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 about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
342 Madison Ave., New York.
Gentlemen:

Please send me complete information about your lights shown above.

I am aon the
(Occupation)

.....of The Milwaukee.
(Division)

Name

Address.....

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

Conductor Elmer Shook has been confined to his home in Davenport since the fore part of March account sickness. Conductor M. D. Coon relieving on Nos. 90 and 97 between Davenport and Oxford Jct.

Conductor Andy Schader has resumed work on Nos. 10 and 31 between Cedar Rapids and Savanna after spending several weeks in Florida.

Conductor John F. Coakley has been off duty since March 25th having a siege of pneumonia. Latest reports are that he is getting along as well as possible and his many friends hope for his speedy recovery. Conductor Thos. Costello is relieving on Nos. 19 and 8 between Marion and Omaha.

Conductor C. W. Rollins was called to Marion April 10, owing to the death of his only grandson, who passed away after a short illness of scarlet fever. The magazine extends sympathy to the bereaved families.

H. L. Shekelton, general yardmaster at Atkins yard, was off duty for three weeks account injuries received when an automobile in which he was riding was crowded off the highway by another car and turned over three times. L. A. Cleaver was acting day yardmaster during Mr. Shekelton's absence.

John B. McGuire, agent, Delaware, passed away Sunday, March 30th, of bronchial pneumonia. Mr. McGuire began work for the Milwaukee Road in 1888 as telegraph operator and has since that time served in that capacity and also in the B. & B. Department.

For some time on account of ill health, he has made his home with his sister, Mrs. Geo. Oehler and family, at Delhi, this sister passed away the Wednesday following Mrs. McGuire's death.

The funeral services and burial were at Delhi.

Mr. McGuire was a man of genial, friendly nature and widely known. His death is regretted by many friends.

We extend sincerest sympathy to the surviving members of the bereaved family.

Edward McGuire and family of Marion attended the funeral of his brother John and his sister Mrs. George Oehler, at Delhi.

Engine 6412, one of the new passenger type, has made two round trips from Chicago to Omaha on Nos. 7 and 8. Traveling Engineers Dersch and Einerson appeared to be highly pleased with its performance.

Agent Frank Zeiser of Browns, attended the John McGuire funeral at Delhi.

Mr. and Mrs. George Engstrom of Chicago, spent Sunday, April 13th at Marion joining with other relatives in celebrating the birthday of Mr. Engstrom's father.

Mr. and Mrs. J. T. Gallivan of Marion, returned from their five weeks' trip to the Pacific Coast. They report an exceptionally fine time.

Mr. and Mrs. L. C. Low of Marion, have returned from an extended visit to California.

Operators Hutchins and G. H. House worked at temporary offices at Samoa and Green Island while steel was being laid between these points.

Roadmaster Frank Kovaleski has been transferred to St. Paul as roadmaster. Mr. and Mrs. Kovaleski have made many warm friends in Marion who very much regret their leaving. Best wishes of all are extended to them.

O. Miller has been appointed roadmaster on Middle Division with headquarters at Marion. Mr. Miller comes to Marion from Mobridge, S. D.

Agent Elmer A. Knock of Lost Nation, went to Excelsior Springs, Mo., for an operation and treatment. He is convalescing satisfactorily. W. D. Schesser acted as relief agent during Mr. Knock's absence.

Up to April 15th the steel gang, W. A. Moberly in charge, have about completed laying steel between Sabula and Delmar.

This force have been laying about two miles a day, which is considered a record-breaking accomplishment. The surfacing gangs to be started in some time later.

A Safety First meeting was held at Cedar Rapids in the Milwaukee Women's club room, 7:30 p. m., March 21st.

Superintendent A. J. Elder, who presided, gave some interesting information along Safety First lines.

Safety First Inspector V. Hansen was present and gave a short address.

Numerous suggestions were offered by those in attendance. There was a large attendance.

While serious attention was paid to the subject being discussed, there was sufficient humor interspersed in the proceedings to make the session enjoyable as well as profitable.

Atkins Shop News

Engineer Packard, broadcasting over the S. T. (Service Train) network, signed off during the second week of March, but he is back on the air again now, better than ever. So tune in most any day at 7:20 A. M. or 4:20 P. M.

Marvin Williams, machinist helper, who recently underwent an operation for appendi-

titis, is able to be around again and we hope to see him back to work soon.

It has been rumored around, though I don't know how true it is, that General Yardmaster H. L. Shekelton has had an offer from Barnum and Bailey's Circus to do his famous "Loop the Loop" with the human flies. How about it, Shek?

On Saturday, April 5th, a chicken dinner was served to Atkins shopmen by Atkins ladies, proceeds to go for uniforms for the high school band. I am told that everyone enjoyed it immensely. Of course, a few of the men are afflicted with very delicate appetites. Joe Dunlap and O. Hazlett could only get away with two dinners apiece. K. Hillerege and G. Gunn said everything was O. K., but the pieces of pie were a little conservative.

Twin City Mechanical and Store Departments

N. A. H.

ENGINEER WM. MILLS, St. Paul, Minn., passed away February 22, 1930.

Congratulations are pouring into the home of River Division Engineer John Marasek but upon investigating find the stork made an error in reporting the house number.

Roundhouse Foreman J. L. Brossard of St. Paul, has made a few calls of late at Minneapolis, lining up on some work.

Mr. D. B. Magnuson has made a few trips to Minneapolis in the interest of fuel economy since his new appointment.

Mr. A. A. Edlund returned from the Baldwin Locomotive Works after having spent about six months there in connection with the new F6 engines.

We have had a number of callers of late, among them being Messrs. J. E. Bjorkholm, R. W. Anderson, J. A. Anderson, John Fleming and Mr. Marshall.

Mr. Chas. Weston, fireman on the River Division, met an accidental death, he having taking mercury tablets in place of anacin, and died at the hospital March 24th. We all extend to his family our deepest sympathy.

It is important that all refuse be removed from refrigerator equipment at time of unloading. Winter freezing and summer decay each contribute greatly to delay and lost motion, increasing the hazard of spoilage once a car is contaminated with an odor. The floor racks of our cars are hinged and can easily be raised from floor to facilitate cleaning. Receivers of freight can and will co-operate if matter is brought to their attention.

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

17 Von Platen-Fox Co. 17
Manufacturers and Distributors of
LUMBER AND FUEL PRODUCTS
Capacity 40,000,000 Feet
Mills at Iron Mountain, Michigan
Chicago Office
1412 Straus Bldg., Tel. Harrison 8931
17 17

Mr. Arthur Sandy and wife returned from Long Beach and report a lovely time.

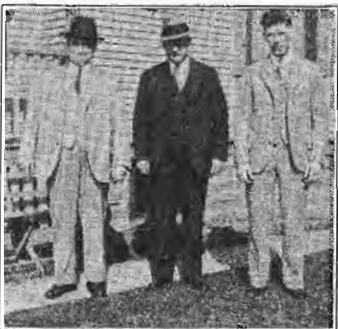
Mr. Jay W. Tiffany, recently reported on the sick list, is still there but with hopes of a sure cure this time, he having gone to the Mudcura Sanitarium, Shakopee, Minn., for treatment. He reports feeling fine but still confined to the mud baths.

Mr. John Turney, D. M. M., has another month of NO INJURIES.

Mr. Chas. Jones, who boasts of being the oldest active engineer on the River Division up to recently when he retired, is spending a few months in California.

Requisition is being placed for a rubber hammer for Inspector Wm. Spafford due to the fact that during his inspections of incoming engines at South Minneapolis, he had the habit of tapping different parts of engines and in doing so, he tapped the outside casing on the Coffin feed water heater, and one of these pumps went out of commission. It was necessary to take the pump off, return same to the factory for inspection where it was found that the constant tapping that had been done on this casing caused distortion of the metal which caused the pump to lose its oil and burn out the bearings.

Mr. Spafford questioned the ability of a machine to detect the fact that he had used a hammer on the same but he was convinced that this machine even showed sun spots on the casing.



Here we have three generations of the Bowler family, actively working at the present time in Minneapolis Locomotive Boiler Shop. They consist of Thomas Bowler, boilermaker and layer-out, with a service date of 1887; Thomas P. Bowler, assistant boiler foreman, with a service date of 1909, and Alfred Bowler, boilermaker helper, with a service date of 1929. Alfred Bowler is figuring on entering the University of Minnesota next year.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division Nora B. Decco

TOMMY FAIRHURST is . . . well, can you beat it? he doesn't even know how to treat that poor little child of his yet, as if it were a human being and now he has another . . . and its name is George Arthur Fairhurst, age two and one-half days. Congratulations to both Tommy and Mrs. Tommy on the small son born April 14th in our city. Shows what happens to the other children though, when mother is gone from home for a few days—Tommy down at the Union station watching the trains come in and Tommy, Jr., with one hand full of gum drops, in the other a banana, two oranges and a licorice stick; no hat and three sweaters—goodness.

Jim Beatson is back again, too, had quite a session in the hospital out in Seattle and took a trip to California an' everything. Glad to see him back again though.

Fireman Merrill is on the Butte switch engine for a while, and Fireman Hamilton, from

the first switch engine on the 4th helper account another crew put on there early in the month. Engineer Lieb is back from California and on the Lombard helper with George Smith as fireman.

Mrs. Vic Odell, sister of Mrs. Whitehead, has returned to her home in Lewistown after a visit here and with relatives in Spokane.

Joe Jost and family spent a day in Three Forks first of the month. Mrs. Jost was here visiting her parents for a week and Joe came over and made her go back home and cook for him. Can you beat it? I think his son is the boss of the family, myself.

Three Forks entertained the last of March, members of the Agricultural Development and Colonization Department of the Milwaukee Railroad at dinner, and a day spent in the Gallatin Valley. Mr. Reynolds, who is head of the new department, was a former Lewistown man and also Mr. Dan Noble, who is at present county agent of Fergus County.

Dr. Dimon, who has been quite sick in the Murray Hospital in Butte, where he was operated on early in April, is reported as doing very well and we hope will soon be out again.

Mrs. Floyd Sterling and son have gone to Minneapolis to make their home where Mr. Sterling is employed. They made a short visit here with relatives before leaving.

We regret to write of the death of Mrs. Melva Nave, sister of Fireman Roy Wade of this town. Her passing was not unexpected, as she had been ill many months at Galen. She was very well known here, having lived in Three Forks many years, and leaves to mourn her loss her mother, husband, small daughter Maxine, and four brothers of this place. We offer our sympathy to this family in their loss.

One of the saddest accidents that has ever happened here occurred Saturday evening, April 12th, on the edge of town when the plane in which they were flying crashed and instantly killed the pilot, Herman Carlson of Butte, and William Gordon, son of Conductor Joe Gordon of this place. This plane had only recently arrived in Three Forks, being the property of Engineer Thos. Lefever, who was to have started a school of instruction at this place. A number of people had been riding in the plane, and it had been flying over town and stunting most of the day, but was only about 200 feet from the ground when it crashed with Mr. Carlson and Billy Gordon. This young man had lived in Three Forks almost all his life and was to have graduated from high school this spring; was one of the most popular boys in the town and we can only offer to his parents and grandmother and two young brothers the very deepest sympathy of the entire division in their great loss.

We entertained early this month Mrs. Kendall and Miss Lindskog during an afternoon session, talking, dancing and eating, and both they and we considered everything very nice indeed. It rained, because we all got wet in it, and Miss Lindskog had to wash her nice new spring hat with soap and water afterward; that was what we heard, but we got a lovely view of the city from the north bench—oh yes, we did. Better luck next time.

General Office—Chicago Vila

WHILE wrecking an old house upon recently purchased right-of-way in Evanston, Illinois, in connection with track elevation work on the Chicago and Evanston Division, a copy of The Chicago Evening Journal, dated Monday evening, May 15, 1865, was found by Time-checker Edward Rohde. On the front page in the want ad section, an article of interest to old-timers of the railroad is found.

CHICAGO AND MILWAUKEE RAILWAY COMPANY

Chicago, May 15, 1865.

The annual meeting of the stockholders of the Chicago and Milwaukee Railway Company will be held at the offices of the Company in Milwaukee, on Wednesday, June 14, 1865, at two o'clock p. m. for the election of directors and the transaction of such other business as may be presented.

A. S. DOWNS, Secretary.

On an inside page, among the liquor ads, and "bustles and corsets" is found a time table that should be an interesting comparison to present-day schedules:

CHICAGO AND MILWAUKEE

(Depot Corner of Kinzie and Canal Streets)

| | Leave | Arrive |
|----------------------------|-------------|-------------|
| St. Paul Express | 9:00 a. m. | 8:45 p. m. |
| Express | 4:20 p. m. | 12:25 p. m. |
| Waukegan Accom. | 5:25 p. m. | 8:50 a. m. |
| Night Accom. | 11:35 p. m. | 1:40 a. m. |
| Evanston | 2:00 p. m. | 4:00 p. m. |

According to this schedule, it took two hours to get to Evanston. Now it takes a little more than 35 or 40 minutes.

The location and names of other railroads are as follows:

Chicago and Great Western (Late Cincinnati and Chicago Air Line Railroad)—Milwaukee Depot at Kinzie and Canal Streets.

Chicago and Northwestern—Kinzie and West Water Streets.

Michigan Central—Depot foot of Lake Street.

Illinois Central—Depot foot of Lake Street.

Rock Island—Depot corner Van Buren and Sherman.

Michigan Southern—Depot corner Van Buren and Sherman.

Other items of interest contained in the market section are:

| | |
|-----------------------|-------------------|
| Cuban Sugar | .14½ |
| Steers | 5.50 to 6.75 cwt. |
| Sheep | 4.25 cwt. |
| Eggs | .18 doz. |
| Wheat | 1.09 bu. |
| Butter | .27 lb. |
| Rye | .53 bu. |
| Corn | .61 bu. |
| Oats | .32 bu. |
| Flour | 9.50 bbl. |

The first news of the capture of Jefferson Davis, dressed as a woman, and offering resistance with a bowie knife is the big news of that day. As the paper says: "Jefferson Davis was captured disguised as a woman! Jeff was never a very good looking man, but it appears his wife's dress made him very captivating."

An advertisement discloses the state of development in the west. "Emigrants to Idaho and Colorado will find at Nevada, Iowa (terminal, Iowa Division, C. & N. W. R. R.), a good assortment of Peter Schuttlers' Chicago wagons, wagon covers, and wagon bows."

GEORGE A. LOWE AND CO.
Nevada, Iowa.

Mr. W. A. Linn has been confined to his home for several weeks on account of illness but reports of his condition are favorable and we hope to see him back with us very soon.

A deserter from the ranks and one a number of us are going to miss around here is Florence Anderson MacNeal, of the general manager's office, who left the service on April 19th. Florence, we hope you will come and see us often.

It is with regret that we write of the sudden death of Mr. C. W. Florence of the General Freight Department. Mr. Florence was a veteran employe and a host of friends mourn his passing. Their sincerest sympathy is herein extended to his bereaved relatives.

The comptroller's office wishes to congratulate Mr. H. D. Fletcher upon his promotion to assistant paymaster.

We are glad to have Gertrude Koerner back with us after her recent illness. Our "coffee" account will be properly audited from now on.

Ann Weber is being transferred to the general manager's office. Good luck, Ann. We take this opportunity to welcome Lillian Gullberg to the comptroller's office.

We certainly miss Katherine O'Hara's smiling presence, but we hope to have her with us at our next party.

We are anticipating many delightful weekend trips since two of the members of the comptroller's office (Loretta Maloney and Catherine Peterson) are the proud possessors of new Fords.

WELL—WELL—WELL—WELL. At Last!

The John Barrymore of the Transportation Department is going to take a jump into the great sea of matrimony. Details later. The safe side of matrimony is on the outside—take heed, Don.

Jim Nolan is throwing a bachelor party May 3rd. It's poor Don's last night out, and when we say LAST we mean it.

Mary Carey entertained the girls of the Transportation Department April 10th. Several of the girls who have left the service, Annamae Brown, Josephine Schifano, Margaret Pederson Cruetzberg were among those present. A delicious dinner was served and the girls spent the evening singing and dancing.

Some of the boy friends called for their girls but were evidently told to remain outside. We won't steal them, Lora and Marge.

Hub Smith is back to the old grind again and feeling fine.

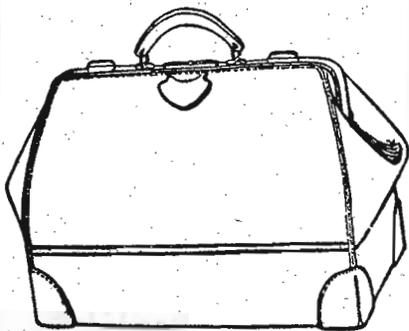
CHASE & SANBORN'S SEAL BRAND COFFEE

— the most widely
used and enjoyed
in the United
States

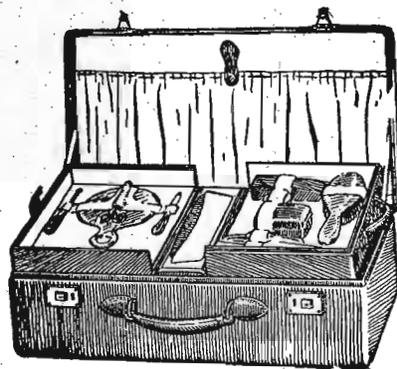
*The standard
for over fifty
years*



Seal Brand Tea
is of the same high quality



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

Splinters from the Wooden Shoe *Browning*

A FEW things have come to our attention in the last few days regarding the talent we have on the Superior Division. One of the interesting finds is that of an actor, being none other than our cashier at Plymouth, Mr. Arthur Oberriech. From all indications Mr. Oberriech is liable to leave the employ of the Superior Division as I understand the Post Office Department of Plymouth is being flooded with mail from all parts of the world, addressed to "Goldie" (Mr. Oberriech), which contain blank contracts to be filled out at his figure; including Metro-Goldwyn-Mayer and Fox Studio's, also other large movie corporations from Hollywood. From what we can learn Mr. Oberriech took the part of Goldie, a farmer boy, in a play given before an audience of about 7,000 or more people at Plymouth. There was only one serious complaint, that was the barnyard odor in contrast with his bare feet that was hardly bearable, at which the crowd complained they would have to have their clothes dry-cleaned in order to get this mixed odor out of their clothes. Just the same Art, we appreciate that we have such talent and hope we can all see you at some time.

The other talented man on the division is none other than our caller at Green Bay "Jap" DeLaurelle. Jap has gone in for boxing, but we understand the first bout was not such a huge success as when he came upon the scene his opponent glared at him, stuck out his first, Jap took a look at it, got heart failure, dropped to the floor and the result was a sprained wrist and the fight had to be called off. Jap says that he has given up fighting as Mrs. DeLaurelle became too nervous and worried about him.

Sympathy is extended to the family of Engineer Fred Swan who passed away this month. Engineer Swan was 68 years of age and was employed on this division for 38 years.

Sol Farley, time checker, and former employe on this division is with us for a while checking time. It seems nice to have Sol back in the office again.

Olga Grothe, Tacoma, Wash., is visiting at the home of her brother, Harry Grothe.

Frank Brazener, Car Department laborer, has retired. Mr. Brazener has been employed in the Car Department at Green Bay for 25 years and will be missed by his fellow employes.

Thos. Boint of the Division Freight and Passenger Agent's Office, has left the employ of the Milwaukee Road to accept a position as traffic manager for the Northwest Engineering Company at Green Bay. Mr. Boint is to be congratulated on this promotion and we wish him all the success possible. Mr. Frank Hagendorn will take Mr. Boint's position as chief clerk for the Division Freight and Passenger Agent.

Louis Gotto, operator in Dispatcher's office, has moved to Randon Lake, where he is acting as operator at that station.

Our new auto unloading dock on the east side of Green Bay is progressing very rapidly and everyone is anxiously watching its progress.

Everyone is interested in watching the progress of the new auto unloading dock and facilities at Green Bay. The piling work has been finished and the filling of the dock is nearing completion. The cluster piling upon which the concrete foundation is set is practically all in and about 50 per cent of the concrete foundation is finished. The work in general is going along at a rapid rate and it is hoped that the facility will be ready during the first week in May.

Our first boatload of automobiles arrived at Green Bay on April 15th, in fact this is the

first boat to enter Green Bay this season. There were about 300 automobiles on the boat; some of these were drive-aways, but a good many were shipped via our line to points west.

We were all sorry to hear of the sudden death of Conductor James L. Murphy. Mr. Murphy came to this division as a freight conductor in June, 1893, and has been in continuous service ever since that time. He had been working on the Ontonagon Line for the past seven or eight years, and we know everyone up there will miss Jimmie's happy smile. He was 62 years of age at the time of his death and leaves to mourn a wife and six children. We extend our most sincere sympathy to his wife and children.

Occasionally events are of a refreshing nature. On March 20th a switch engine at Green Bay struck and badly damaged a truck loaded with "Beer." After talking to a number of men who happened along after the accident it was decided that this event was refreshing to a number of them. The damaged truck was left but the contents vanished quickly.

Magdalen Browning, stenographer in agent's office, Green Bay, is off on account of sickness. Luella Gotto Sheehy is taking her place while she is off.

Julia Johnson is spending quite a few Sundays in Chicago. She says she is visiting girl friends, now we wonder about that. The trips are getting quite frequent.

Irma Knoll, from general superintendent's office, Milwaukee, was a Green Bay visitor a few Sundays ago.

Quite a few of the Green Bay office are planning on going to Milwaukee for the Milwaukee Women's Club dance on May 3rd. The reports are that everyone has such wonderful times at these dances that we just feel that we must go down and find out for ourselves, and we know that we will be greatly entertained.

Eddie Leininger, pump repairer, is the proud grandad of a new grandson. He spent Sunday in Milwaukee visiting his daughter and new son and is sure proud of the new fellow.

John O'Donnell, chief clerk in dock agent's office at Escanaba, Mich., has accepted a position with the Addison Miller Company at Ashland, Wis. Mr. O'Donnell will be missed at Escanaba as he has been there for a good many years.

Coast Division *"Kirk"*

NOW is the time of year, fellows, when we should all be on the lookout for business. Lots of lodges and other organizations of which you are members are planning trips to different conventions or meetings and if we can route them MILWAUKEE, that helps the old payroll. The Brown Derby for this month will have to go to Conductor "Ike" Johnson, who tipped off Mr. F. A. Valentine, city passenger agent, Tacoma, to a trip to be made by the A. O. U. W., Seattle to Spokane and return, and it looks very favorable for us. Good work, "Ike."

Miss Daisy Webb, 110 compiler, was off for several days recently due to a badly sprained ankle. Understand that she was carrying a cake and tripped over a stump. That doesn't mean that the cake was too heavy but that the stump was too high. Mr. Dunn was 110 clerk during the time Daisy was off.

There have been several deaths since last publication. On March 11th Mack McLellan, clerk in the Store Department, passed away after having been ill for some fifteen months. Dave Richardson, yard conductor, who was a familiar figure on the Hill engine for many years, passed away on March 13th. He, too,

had been sick for some time prior to his death. Mrs. Tony Disch, 65 years of age, wife of former Section Foreman Tony Disch, and mother of our present section foreman of that name, died the 22nd of March.

The Coast Division employes extend their sympathy to the families of those bereaved.

Some years ago our old friend Mike O'Connor bought himself a Buick automobile. I never did see it but have talked with those who have; guess it was sort of a Sunday car for use on Sundays and holidays or special occasions. Last year it needed a new top and cost Mike some few iron men for that. This year Mike needed the cash and after much dickering finally persuaded one of the gentlemen who deals in second-hand goods to give him \$7.50 for the outfit, complete. It seemed like a good deal until Mike afterward learned that the second-hand gentlemen obtained \$25.00 for his interest in the transaction. Now Mike is wondering why he can't go into the business himself; but I wouldn't recommend it as he is of such a trustful disposition and someone might take advantage of him.

Friday afternoon, April 4th, the Fox Movie-tone News Company made a "talkie" at Tacoma Junction, having as the principal actors Mallet engine 9100 and Electric Motor 10253, in a little skit entitled "Tug of War." The Mallet was given a head start in that it was allowed to attain a speed of perhaps 10 miles per hour before being overtaken by the motor, but after the coupling was made and the juice turned on it was just too bad for the Mallet, for with the smoke streaming from the smoke stack and the drivers spinning in a direction to take it forward, it was drawn slowly backward by the motor. This occurred three times which just goes to show that the things which are the biggest and best today will have a superior tomorrow, and be relegated to the has-beens. The 9100 did her best but it wasn't good enough. Better watch for this feature at your nearest movie house and get the thrill of a lifetime. The noise made by the 9100 will be well worth the price of admission.

Business is looking better; more logs moving, more people going somewhere and very soon the tourist season will be here with the people going to and coming from the Mountain, which is just what we want. The Chapman Logging Company have just opened up a camp on the Willapa Harbor Line at Ruth, and we will get some two thousand cars of logs from that operation. Also have another car of goldfish for passenger train movement to the East, perhaps two cars. We don't get a ticket for each goldfish because they travel on the passenger trains but the earnings are first class and help a lot.

Mr. R. W. Reynolds, land commissioner, and party were on the division the latter part of March and found the visit very interesting and instructive. The irrigated farms and fruit ranches of the Priest River Valley; the high-class dairy farms along the Everett Line, to say nothing of the Washington Co-operative Egg & Poultry Association's plant at Tacoma; State Experimental Station at Puyallup and the berry farms around Puyallup, Sumner and Kent, as well as the bulb and root farms in the same valley, gave them something to exclaim over and wonder over. Taking it all in all, the diversified endeavors adjacent to the Coast Division are such as will not be found along any other division the system over.

The fine weather now existing on the coast has brought its usual complications: Guy Bell can't find enough time to spend at Meadow Park (54 holes on Sunday); C. Fremont Negley had to trim all the berry bushes and tie them up; Florence Mattson, sitting on the fence as to which car to trade her old Dodge in

on; and now I understand on reliable authority, Doc Yak has been hooked on a 1923 Chevrolet sedan, good running order, 1930 license attached, all for \$45.00. It's a good buy only now Doc is complaining that he will have to buy a driver's license. That may not be the only thing you will have to buy before long, Doc, of course it probably won't be worth insuring, but there may be lots of replacements soon.

My correspondents have fallen down on me so I will have to close with just the above few little facts I have been able to glean. There is enough happens around here to write a book on each month but I never happen to get in on it.

S. M. East V. J. W.

AUSTIN will be well represented by railroad men in the city hall for the next two years. At the recent city election Engineer Jacob Becker was elected mayor and Machinists Richard Taylor and Frank Ryan were elected aldermen from the Third Ward.

Among the winter tourists who have returned are Engineer and Mrs. Oscar Ober, and Engineer Charley Gillette, who were in California; Retired Machinist and Mrs. Chas. Hans, who were in Florida, and Engineer Jim Cane, who vacationed in the state of Washington.

Machinist Helper Ed Zender returned to work at Austin Shops recently after having been off three years.

Carpenter Henry Herzog, a 60-year veteran at Austin Shops, is back to work after having been laid up a month with pneumonia.

Trainmaster F. J. Holmes and Yard Conductor Joe Klema are celebrating the arrival of spring with new Graham Paiges.

We were all pleased to see Lineman Charley Probart back to work April 1st. Charley has been laid up since the first of the year.

Speaking of operations, we believe that Engineer Timekeeper Munson had what one might term a most successful one. His recovery was rapid but he was detained an extra day at the hospital returning a collection of rings and wrist watches that had accumulated in his ten-day stay.

S. M. Fireman Emerson McIllice surprised his friends by announcing his wedding at St. Paul, April 5th, to Miss Janette Olafson of Austin. Best wishes are extended.

Mrs. Anna Evenson, mother of Division Accountant R. G. Evenson and Team Track Inspector Verne Evenson, is showing a little improvement after having suffered a stroke recently.

Yard Conductor Geo. Stewart has taken three months' leave of absence and together with his family left April 5th for Seattle, Wash.

Operator O. H. Karr left with his family for Los Angeles, Calif., April 1st, where he will enter the U. S. Veterans' Hospital for a year. Operator P. E. Berg is working 1st trick at Austin Yard.

Evelyn Wigness and Bernice Sherman, Mechanical Department, report a delightful trip to the Cities April 11th.

Team Track Inspector A. G. Porter bid in the cashier job at Madison, S. D., and left for that point March 15th.

We had hoped that "Tang" would develop something for us relative to the ball team but now that he has joined "Red" in the soup line it looks as though we will have to dig up our own material. We can see no reason for anything less than a city championship with Scott in centerfield and Big Moco (Verne Evenson) back to do the twirling and infield duty.

We knew that many of the boys took their sports seriously, in fact some are quite serious when one mentions their bowling scores or refers to the daily press for accounts of the rifle shoot, but Assistant Ticket Agent Scott leads the pack. He dreams of his efforts on the diamond. Scott's nocturnal chase carried him across many fields of battle until at last he stood side by side with the famous "Hack" in Wrigley Field. Of course Scott had heard of "Hack's" contemplated affair with Shires and did not want to provoke any outbursts of pugilistic skill so intentionally dropped a few to show "Hack" he was not trying to crowd him out of the picture. Scott also adds that he gave the pugnacious one the breaks so he would not lose any in the sun.

Michael Harrington, a veteran railroad man of this section, died at his home in Austin, Sunday, March 23rd at the age of 67. He had been in failing health for many years. He helped build the S. M. Division of the C. M. St. P. & P. and was made a conductor before he was 20 years old. He continued this work until he was stricken with blindness 29 years ago. When he was forced to give up railroad work Mr. Harrington purchased a hotel which he operated as the Harrington Hotel in Austin until eight years ago. Among the bereaved relatives is a daughter, Mrs. Frank Doering, wife of S. M. Conductor Doering.

Mr. A. W. Smallen, special representative of the vice-president, was in Austin April 17th to attend the first annual anniversary of the Milwaukee Boy Scouts. A banquet and program was held at the Women's Club rooms at 6:30 p. m. The banquet was attended by all scouts and their parents and all scout officers of the Cedar Valley Area. The Milwaukee Troop continues to lead all troops in the district in points earned by scout activities, having earned 450 points in February and 320 in March.

The many friends of Evelyn Trenary, road material clerk, were very much surprised to hear of her marriage which took place at the Lutheran Parsonage April 12th. The fortunate young man is Oliver P. Dalager, Equitable insurance agent of Austin. Needless to say, the best wishes of the entire force are with the young couple.

FINIS

La Crosse Division Items Eileen

LADY: "Will you please help me off the train?"

Conductor: "Sure."

Lady: "You see I'm stout and I have to get off backwards. The porter always thinks I am getting on, and gives me a shove back up on the train. I'm five stations past my destination now."

Jos. Larkin, the efficient Copeland Avenue gateman at La Crosse, is oiling up his fishing rod and declares he will endeavor to cut down the price of beefsteak.

For the low-down concerning weather forecasts, consult Chief Bridge Dispatcher Timothy C. Welch, La Crosse.

It was something of a shock to her many friends to hear of the death of Mrs. Mike McQueeney on March 25, 1930. Always ready to help when needed, and doing many kind and thoughtful things for others, she will be greatly missed by her family and others.

Attention, young ladies and gentlemen! If you are seriously considering having a marcel ask Dewey Hiler, chief yard clerk, La Crosse, for all information. Dewey dropped around a few days ago with his hair beautifully curled. Understand the work was done at his favorite salon in Tomah.

Night of March 20th, an unusual Safety First meeting was held at Tomah in the Armory. Nearly 500 people attended, which included employes at Tomah shops and their wives, and many other townspeople. Messrs. A. C. Harris, John Reinehr, J. T. Kelly, F. S. Peck, W. J. Whalen, R. C. Falck, A. M. Kilian, and O. H. Frick spoke about Safety First on the railroad, after the mayor had opened the meeting. The Manager of the Wisconsin Light and Power Company and the Superintendent of Schools also gave instructive talks. This is one of the largest Safety First meetings that has been held on this division and everyone seemed to be intensely interested in the subject "Safety."

Fate has a strange way of uncovering hidden genius. Take Pat Wallace for instance. Pat was enjoying his noonday meal at the roundhouse, as is his custom, when a huge rat made its appearance, evidently to beg a bite to eat. Pat misconstrued poor rat's intentions and made a pass at him with his right foot with a

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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—Chinchilla rabbits raised from Stahl's Gold Certificate strain. Breeding stock, all ages, fully pedigreed, eligible to register. Prices very reasonable. If you wish to start with good foundation stock, write for prices. Have a few nice New Zealand whites, also pure bred and pedigreed. Tanned chinchilla pelts, seventy-five cents each. Vangilder's Rabbitry, Box C, Tomahawk, Wis.

For Sale or Rent—Modern Summer Cottage in the Ozarks. The World's Finest Fishing Hole. Accommodations for 6 couple. No mosquitoes. Reasonable rent. Paul Affeld, 720 Bennington, Kansas City, Mo.

For Sale—Six lots, six-room modern house, clothes closets, pantry, concrete basement, lovely shade trees and lawn, chicken house, barn, etc. This is an ideal place for chickens and truck gardening. Two railroads, high school and good grade school. Price, \$3,500—terms if desired. Reason for selling—want to get a larger place. Chas. H. Poff, Box 855, Manhattan, Montana.

For Sale—A well kept farm of 160 acres with 140 acres under cultivation, balance timber. Good barn with stone basement; Kalamazoo tile silo, 12x35; good granary, corn crib, machine shed, hog house, chicken house; good 11-room house; best of water. Windmill and gas engine attached to pump. Farm well fenced; 1½ miles to P. O.; with R. F. D. running past farm; 4 miles to railway station. Good school adjoining farm. One of the best farms in Adams County, in a splendid state of cultivation and all buildings well kept up. If interested write for price and further information. W. J. Sullivan, 160 12th Ave., S., Wisconsin Rapids, Wisconsin.

For Sale—\$200 Edison phonograph and over forty choice records, all in 100 per cent condition, for but a fraction of original price. Would give buyer a great deal of pleasure. Write Mrs. A. I. Lathrop, wife of Local Agent, Wausau, Wisconsin. Address 515 Steubin Street.

For Sale or Trade—A ten-acre tract of fruit land located in sunny Alabama. Eight acres of this ten-acre tract were cleared and planted to fruit, six to grapes and two acres to peaches and pears. The land cost me to clear and plant \$250.00 per acre, but as the land has been neglected for years, we will sell for the bare value of the land, \$50.00 per acre, or trade for Wisconsin property of equal value. Write Neal Gregory, 347 24th St., Milwaukee, Wis.

For Sale—A lovely home—7 rooms with bath and pantry; modern; 5 acres of land; family orchard of cherries, pears, peaches and apples, besides some small fruit. A beautiful view of lake and mountains, \$7,500—terms. Mrs. A. I. Thompson, Liberty Lake, Wash., Box 45.

For Sale—Large two-burner, 1,000-watt unit electric plate, suitable for average kitchen service. Reasonably priced. For further particulars write L. G. Atkinson, Superintendent's Office, Wausau, Wis.

For Sale—40-acre farm, 10 miles north of Cedar Rapids; gently rolling land, buildings in good shape. Ideal spot for small farm. Reason for selling, getting tired of milking cows. Apply Herb Klersey, Cedar Rapids.

For Sale—Melody Sax; low pitch; silver plated, gold bell; in case; in good shape; or would consider trade for B-flat Trumpet or long-model Cornet of like value. G. F. Rediske, Slayton, Montana.

For Sale—40 acres of good hardwood land, within ¼ mile of R. R. shops and village of Channing, on Milwaukee R. R. Three-fourths clear, new 6-room house, full basement; modern, with lights, furnace, cistern; 3 large chicken coops (1 tile), 2-stall garage, barn. On good road, ½ mile to high school. Terms or cash. Selling on account of poor health. Make good chicken or fur farm. Cyril A. Mogan, Box 125, Channing, Mich.

For Sale—Winchester shot gun, repeating (pump), single barrel, Model 12—12 gauge. With case, ammunition, cleaning accessories—practically new—only used once. \$40.00 cash. Harry F. Dell, Local Storekeeper, Stores Department, C. M. St. P. & P., Wausau, Wis.

For Sale—Baby Chicks from my Winter Laying pure Tancred Strain White Leghorns. Sired by pedigreed cockerels from dams not less than 248-eggs in pullet year. Price for April, May and June, only \$10.00 per 100. L. V. Olson, R. F. D. 6, Austin, Minn.

For Sale—No. 5 Woodstock typewriter, used very little; like new; \$65.00. Write H. B. Held, Passenger Station, Green Bay, Wis.

For Sale or Trade—396 sq. ft. burial plot in beautiful Elm Lawn Cemetery, Elmhurst, Illinois. For particulars, write Wm. R. Donegan, 861½ National Ave., Milwaukee, Wis.

For Sale—1929 4-door Nash Special Sedan; 400 series twin ignition; A No. 1 shape mechanically; \$900.00; run about 3,500 miles. O. A. Laugen, Route 1, Preston, Minn., care of Isinours Station.

For Sale—A No-Knot Tow Rope; patented and made by a Milwaukee employe at Bensenville, Ill. Special rates to employes. Write P. H. Potter, Bensenville, Ill.

For Sale—5-Room Cottage, located at 1328 35th St., Milwaukee, Wis. Price, \$3,800.00 for quick sale, to settle an estate. For particulars, communicate with Frank F. Steiner, 64 38th St., Milwaukee, Wis.

For Sale—Cockerels; S. C. White Leghorns, from the famous Tancred and Hanson large egg strains. Hatched in February and are in a very extraordinarily healthy condition. Will ship about June 1st at \$1.75 each. Orders booked at one-third down. J. H. Barrett, Othello, Wash.

force that only Pat can muster. Unfortunately Pat missed Mr. Rat, but struck an iron pipe instead. Result: A swollen toe, and an invitation from Knute Rockne to try out for his famous football squad.

On the La Crosse Division, an extensive campaign is being carried on to reduce live stock claims and for the past several weeks our division officers have been devoting a good deal of time to the inspection of stock at our principal stock loading points and it is hoped that we will enjoy a considerable reduction in the number and amount of stock claims filed.

We have been working hard on the overtime, final terminal delay, etc., on this division and through the fine cooperation of the men we have succeeded in getting it down to a figure under 1929 and 1928. We are hoping that we will make even a better showing at the end of this month than we have had thus far.

Scoop has wearied of listening to the radio, and decided to do a little broadcasting himself, and every morning he extols the virtues of the Stewart-Warner radio.

Page Forty-eight

Paul Whiteman and his band passed over the division on No. 16 April 19th, enroute from Seattle to New York City.

Dentist (To Wee Wee who is about to have some teeth pulled): "Want gas?"

Wee Wee (unconsciously): "Yea. Better look at the oil, too."

Two rooms on the second floor of the passenger station at La Crosse have been fixed up as rest rooms for conductors and trainmen. Forty-eight metal lockers have been installed and everything put in nice shape for the men.

One of the greatest treats of the season is Bill Whalen singing his big hit, "Me and My Shadow." Don't know what you have missed if you haven't heard him. Get your tickets early.

Dubuque Division

Agent Ed. Hurley, of La Crosse, who is local chairman of the O. R. T., is going to attend the O. R. T. convention at Los Angeles in May. Expects to leave May 5th. Mrs. Hurley and daughter, Lucille, will accompany him and we understand will make considerable of a tour on the coast. Operator Ed. Dohlin will re-

lieve Hurley during his absence and it is expected that F. W. Gassman will work the second trick.

Wm. Nelson from general supervisor of bridges and buildings office, Chicago, spent Sunday, April 6th, with his family at Dubuque. Those twins of yours, Bill, are getting "cuter" every day.

Operator R. R. Saengling of North Buena Vista has asked for leave of absence for entire month of June. Understand he is going to take an extended trip through the Black Hills and Yellowstone Park.

Geo. Glassner, steamfitter, Dubuque Shops, was at the fuel conservation meeting the latter part of March and, as usual, had a report that showed a very considerable saving in fuel. Incidentally, we might mention that George is still in the Belgium rabbit game and the laurels in the way of "Blue Ribbons" that he won at the Poultry and Pet Show during the winter rest "lightly on his shoulders."

Frank Bauer, roadmaster's clerk, Dubuque, secured three revenue passengers for Oklahoma City during this month.

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Your Dealer Will Give You A New Pair of Crown-Shrunk Overalls

FREE If They Shrink!



The best dealers in your town are now offering the most unusual buy ever presented American overall wearers. A famous overall company has supplied them with a garment made of a new type denim designed to resist shrinking—to stay the same size despite repeated washings. These dealers guarantee "A new pair free if they shrink." The overalls are called Crown-Shrunk and are made by The Crown Overall Mfg. Company, largest in the world.

Crown-Shrunk Denim The Most Startling Improvement Ever Developed in Overalls

FOR years overall wearers and dealers have urged manufacturers to produce an overall that would not get skimpier and tighter after every washing. Now The Crown Overall Mfg. Co., largest in the world, has furnished the answer. They bought two denim mills and an entire town, and installed special equipment to produce a super-denim along the lines set down by Crown textile experts.

Crown-Shrunk Denim, the result, is worth many times its cost of development. Not only does it resist shrinkage as per sworn affidavit of United States Testing Company, but it is more closely-woven, heavier, stronger, tougher and quadruple-dyed! Yet this amazing shrunk feature costs you nothing extra. In fact its long wearing qualities make it far more economical.

Crown-Shrunk Denim is produced by a secret process. The only mills that make this denim are owned by Crown—no other overall maker can buy it. The dealer who sells you Crown-Shrunk Overalls is offering you an exclusive product—the best that his money can buy and the best that you can buy. If Crown-Shrunk Overalls get tight—if they bind, lose their fit, or shrink out of shape like ordinary overalls, you get a new pair free with no questions asked!

All you need do is try one pair of Crown-Shrunk Overalls. Not only are they made of Crown-Shrunk Denim; they are the most comfortable, durable, economical and best appearing overalls ever produced... more pockets and more special features than any other overall. Go to your dealer today. Look at the Crown ticket yourself to see this revolutionary guarantee never before possible—
"A new pair free if they shrink."

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The success of thousands of Crown dealers proves that in Crown-Shrunk Overalls you have a product beyond competition. Your customers will be asking for Crown-Shrunk Overalls because they want the longer wear and shrink-resisting feature of Crown-Shrunk Denim—backed by this guarantee:

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The McCleary Clinic, the Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

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THE old theory that surgery was the only method by which hemorrhoids (piles) could be successfully treated has been wholly disproved. If taken in time, this treacherous affliction, which slowly but surely undermines the health of its victims, can be healed without recourse to surgical aid.

As pioneers in the non-surgical treatment of hemorrhoids (piles), Dr. McCleary and his associates have established a wonderful reputation for their skill in treating all curable Colon and Rectal conditions. Their services have been sought by men and women from every state, from Canada, Cuba, Mexico and other foreign countries. Their reference list now contains the names of over 20,000 persons, including business men and women, farmers, bankers, teachers, ministers, in fact those from almost every vocation in life.

Illustrate Book FREE!

We have just prepared a new book describing the McCleary treatment, which is fully illustrated, printed in colors and copyrighted. It explains, in a very interesting and instructive manner, the various kinds of hemorrhoids, piles and other rectal troubles and the mild McCleary treatment that has proved so successful. A copy of this book will be sent postpaid, free, to anyone. Use the coupon or send name and address in a letter or postal.

Many Suffer Needlessly

Thousands suffer from various ailments without knowing that rectal trouble in some form, or other is directly responsible. Many men and women who have thus spent years not knowing what was wrong with them have found new health when these troubles were corrected. You can never hope to be well until the cause of your trouble has been removed. The McCleary treatment finds favor with men and women, young and old, for it entirely does away with harsh surgical methods of treating hemorrhoids or piles. All the discomfort and dangers of ether and chloroform have been eliminated.

These Symptoms Are Warnings

Nature sets up danger signals to warn us. If these warnings are heeded in time much suffering and often grave danger can be avoided. If you have been troubled with headaches, nervousness, faulty nutrition, stomach and liver troubles, constipation, etc., and have been unable to overcome them, you should write at once for our Free Book and learn if your symptoms are not due to some rectal or colonic trouble.

So confident are we of results that we say to one and all alike, "If our treatment for your rectal trouble should not prove successful, you need not pay us one cent." Send for your copy of this Free Book.

If you are one of the many hundreds in every community who suffer from hemorrhoids (piles), you should give so important a matter as your health immediate attention. Consult with any of our former patients (we will be glad to supply a list in your own community) and learn the truth from those who know. A complete list will be sent you on request. It is very likely that it contains the names of some of your friends and acquaintances.

Our reference list includes the names of over twelve hundred residents of Greater Kansas City and our list of former patients from Missouri, Kansas, Oklahoma, Nebraska, Colorado, Illinois, Iowa, Texas and Arkansas, would fill several newspaper pages.

Simply use the coupon, or if you wish, you may write us in strictest confidence, describing your case as accurately as possible. In either event our book and mammoth reference list will be sent free postpaid in plain wrapper. Write now, while you think of it.

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