

The MILWAUKEE MAGAZINE

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ST. PAUL
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JUNE, 1933



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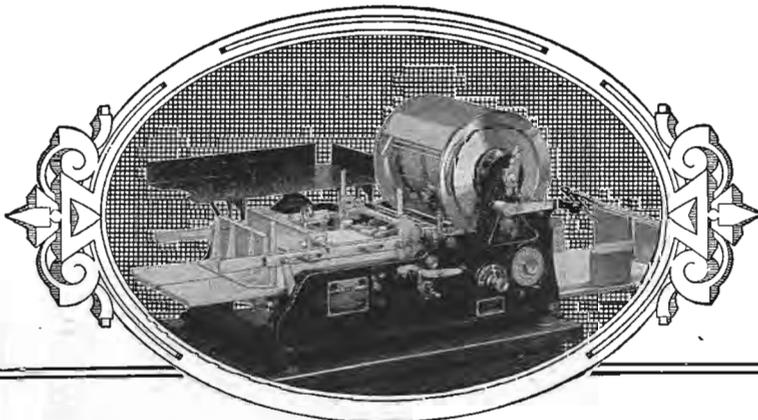
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Chicago's Great Exposition

The World's Modern Wonder Opens in Matchless Splendor

BEFORE this issue of The Magazine reaches its readers, Chicago's birthday party will be on, the great Century of Progress Exposition about which volumes have been written and spoken, and yet little beyond a fleeting notion of the magnitude of its message to the world has been imparted, is now ready to demonstrate itself, as a complete exponent of progress in the thought, the art and the science of life. And Chicago invites the world to come and see what life meant in the past centuries and the way it expresses itself now. The century just completed for Chicago, as a city and a unit in the march of progress has, as we know, been one of marvelous expansion and the way to get the realization,—to make progress real to ourselves, is to come to Chicago and see what human intelligence applied to arts and science has been able to accomplish all down a hundred years of progress.

On May 27th, a few days after this is being written, that tiny spark of energy captured from mighty Arcturus, the brightest star in the northern heavens, will have set the wheels of the Exposition in motion, opened the gates and invited the world in.

There will be as many ways to see the Fair as there are individual tastes and choice. One can, and perhaps this first named will be as good a way as any to get the big picture well before one; one can, therefore, take one of the sight-seeing buses immediately on entering the grounds, and take the three mile ride down the entire length of the enclosure.

The round trip costs twenty-five cents, and there are stop-over privileges so that on the return, the regular business of seeing the sights may begin. The general admission of fifty cents for adults and twenty-five cents for children will admit one to the twenty buildings of the Exposition itself and to the thirty-three special buildings erected by outside interests. Then the special concessions, the sky-ride, the wonderful Chinese Temple, The Lincoln group, Old Fort Dearborn, and the amusement features, all make a small extra charge. Here is the list of what you can see on your fifty cent admission ticket:

Hall of Science.
 Illinois Host Building.
 General Exhibits Group (five buildings).
 Home Planning Hall.
 Gas Industries Hall.
 Maya Temple.
 Travel and Transport Building.
 Transportation Dome.
 Dairy Building.
 Food and Agricultural Building.
 Illinois Agricultural Building.
 U. S. Government Building.
 States Building.
 Hall of Social Science.
 Radio and Communications Building.
 Electrical Building.
 Sears-Roebuck Building.
 Japanese Pavilion.
 Italian Pavilion.

American Radiator and Standard Sanitary Corp.
 Firestone Building.
 Time and Fortune Building.
 Christian Science Monitor Building.
 Hall of Religion.
 Home and Industrial Arts Group (twelve buildings).
 Johns-Manville Building.
 Owens Landscape Pavilion.
 General Motors Building.
 Curtis Air Show.
 Chrysler Building.
 Poultry Show.
 Polish Pavilion.
 International Harvester Building.
 Edison Memorial.
 Crane Building.
 National DeSable Memorial Society.
 Press Building.
 Whiting Corp. and Nash Motor Building.

In addition there will be the greatest show on earth of amusements, thrills and entertainment features. They will be there to cater to the millions of visitors who would certainly be thwarted if they couldn't do carnival part of the time.

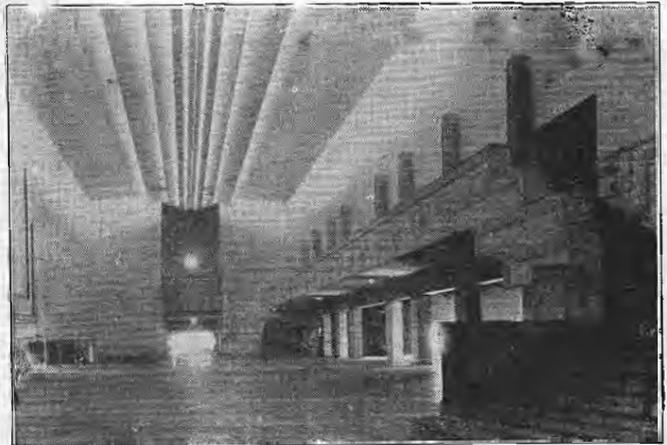
The monster Hall of Science is the center of the attractions, because in it is housed the greatest aggregation of active exhibits ever before on display; the electrical group will tell the story as far as it is humanly possible, of the progress of this latest and most potential servant of mankind; the travel and transport building telling the story of transportation from stage-coach days to steam, electric motive power, gasoline engines and the thrill of the flying machine; the stories of agriculture, horticulture and the beauties of the modern garden. The great buildings which modern industry has erected to display not only its products, but the way they are made; the excessively modish architectural types and the thousand and one different articles, methods and products are going to

take visitors by storm. The summer will be all too short to "take in" this greatest modern wonder.

Every provision has been made to promote the ease and comfort of visitors. The big trailer type buses are roomy, are quickly loaded, run at high speed and are expected to provide the main means of the intra-fair transportation. They have a carrying capacity of one hundred, when fully loaded and there are sixty of them, so that fast and frequent schedules are provided. Nine hundred wheel chairs will be in operation, and this, in passing, may be said to be the ideal way to get about from building to building as well as within the great buildings themselves. The Hall of Science for instance, occupies nine acres of land space, and to walk about its mammoth area would soon tire an average pair of feet. The wheel chair will be welcome, certainly.

On the lagoons and on the lake, motor launches for the lagoons and larger, powerful lake boats will ply the waters. It takes a little over half an hour to make the round trip on the lagoons in these fast little boats; while up and down the lake shore a shuttle service of the larger boats afford a cool and delightful boat ride by way of diversion from the sight-seeing on the grounds. Then there are Italian gondolas floating in leisurely comfort about the lagoons; and some jinrickshas to supplement the other land service.

And for your protection are hundreds of brilliantly uniformed police—in white pith helmets, scarlet coats, white swagger sticks in lieu of the usual somber policeman's club, and black trousers with yellow stripes and black Sam Brown belts—giving you a sense of security for they are picked from the trained forces of Chicago South



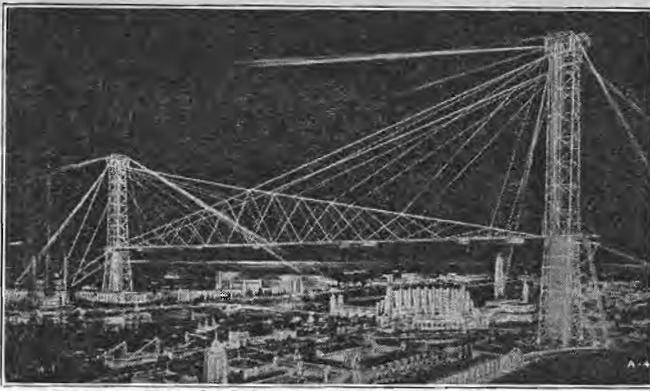
The Entrance Hall—Science Building



An Exposition Bus

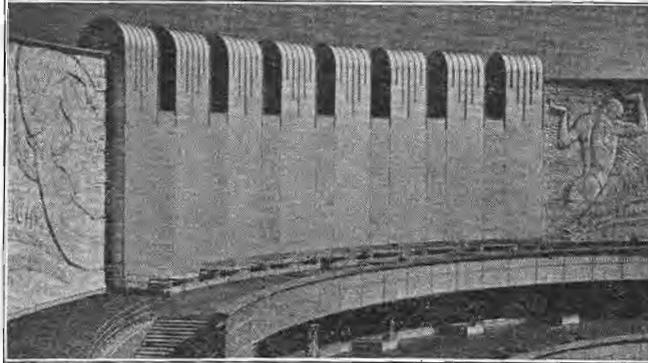
Park police, a State of Illinois service.

Two thousand guides in the Fair uniform of gray military tunic, and trousers with red stripes and arm bands; black Sam Brown belts and flat-topped military-visored caps will be on duty everywhere. They are a trained personnel recruited from the ranks of college graduates, they are tall, handsome lads ready with information service, traffic direction, etc.; but without police authority. There will, in addition, be "plain clothes" men aplenty, drawn from the most skillful and experienced detective forces.



Terminal Towers of the Sky Ride

It would, of course, be impossible in many times the space of this publication to name the things one should see because there are so many thousands of wonderful things at A Century of Progress, but apart from Hall of Science, Electrical Group, the General Exhibits group of five buildings, the mar-



Mural Sculptures—Electric Building

velous Maya Temple, Travel and Transport Building and its remarkable dome, Agriculture and Horticulture groups, Radio building, there are some exceedingly new ideas and modern home planning and building which will require attention. The very latest in small houses is present "in person" on the Fair grounds; two all-steel houses, three built of wood composition materials, one of stone composition, one all-lumber, one all-brick house and a glass house comprise this group. None of these ultra modern domiciles have cellars, they all have built-in garages, compact heating plants, solariums and roof decks where the design is a flat-top permitting of such open-air opportunity, and all furnished in varying styles from the extreme modernistic to the more conservative period styles; and wall coverings and draperies vary from cellophane to brown sheet copper. The costs of these houses are said to be but a fraction of what the accepted costs of modern homes has been, while at the same time they have the super-comforts and all the benefits of the very latest in scientific and engineering development.

Students of modern architecture and decoration will find some eye-openers in this new modern house movement.

Dioramas of great and unusual size portray much of the progress of the century,—one "The World a Million Years Ago," is an entire building presenting a prehistoric scene. The background is an extinct forest, the vestiges of which are the coal beds of today. Out of the slime of primeval lakes crawl gigantic reptiles while the mastodon, sabre-tooth tiger and giant gorilla disport themselves in their own prehistoric way, on the land.

Among the beauty spots of the Exposition are the formal gardens and home gardens of the sort suited to your own

small back-yard plat; and there are rock gardens, rose gardens and a continuous flower show that presents a different variety and different color every week or so and the varieties of bloom will all have their particular "show" as the season progresses.

The Milwaukee Road's exhibit will

selves of the special fares and de luxe accommodations of Milwaukee trains; and the privileges, if they so desire, of the all-expense tours by which visitors bound for the Fair may free themselves of the details of travel, hotels and touring the Exposition itself.

"Way Back When"

By Will A. Robinson

THE following are a few incidents in the railroad life of Frederick D. Underwood, who began his interesting career on The Milwaukee. The stories I am retelling here were told to me by Mr. Underwood, whom in those old days we who were his co-workers, knew as "Fred" or "F. D."

As most readers of this Magazine know, F. D. began his career on the railroad as a freight brakeman for Conductor Alex Rogers. His home town was Wauwatosa, Wisconsin, where his father was a Baptist minister, and his "run" was on the old Prairie Division. One day his crew received orders to run a special theatrical train to Prairie du Chien; and there deliver it to the I. & M. Division for St. Paul and Minneapolis. The troupe carried its own scenery and Fred was braking behind on the caboose. The scenery car developed a broken axle on its trucks and the train had to stop. I think it was in the winter time, but Fred was a handy boy with the axe, and was moreover a big, strong, cool-headed young fellow; so on his own urging, Mr. Rogers let him go over into the woods and cut a sapling and drag it over to the train. The boys made the tree fast in the truck's pedestal and then started the train slowly westward. Fred stood outside on the caboose and gave signals up ahead to the engineer to run a little faster, all the while the tree was dragging along. It did not, however, hurt the roadbed because it was frozen. When they arrived at, perhaps it was Boscobel, the station agent jacked up a freight car on the siding there, pushed its truck back and rolled it under the scenery car, with the result that the troupe played an on time engagement in St. Paul.

Later in his career when F. D. (we called him F. D. after he became a superintendent) was superintendent of the S. M. Division, during one of the hardest winters on record, one of the freight trains got stalled with a stock outfit. I think it was near Wells, Minn., and F. D. managed to get in touch with the shop men at Wells and they got a lot of ropes, went through the deep drifts, tied a rope to every one of the cattle and got them safely into Wells, with the loss of only one "critter."

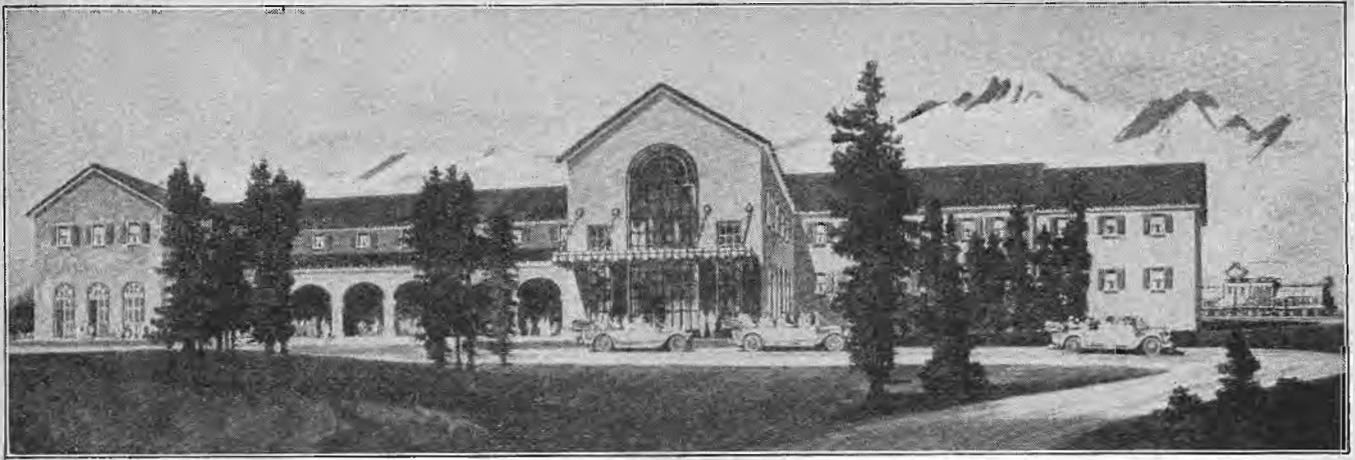
Another time, one of the S. M. Division trains was stuck fast in the snow for several days, when F. D. finally got to it. He got into action immediately, managed to dicker with a nearby farmer for a lot of hay and had the train men drive it down all around the engine guides and wheels; then set it afire and melted off the snow and ice. This did no damage and they got up steam and got out of the drifts.

have in addition to the great electric locomotive which made the journey from Tacoma to the Exposition, a large "animated" wall map and a huge relief map and model 65 feet in length showing the character of the country traversed by the Milwaukee between Harlowton, Montana, and Seattle and Tacoma. This last feature is of special interest. It is depressed beneath the floor level in front of the electric locomotive. Two miniature trains, one a passenger and the other a freight train, each drawn by an electric locomotive will operate the full length of the map. The relief gives as accurately as possible the features of our mountain districts, with tunnels, bridges, mountain grades, etc.

At one side is a portrayal of Gallatin Gateway and Yellowstone Park with a real geyser spouting. Power stations are shown at intervals, and power plants on the several rivers which supply the "juice" for the electrification.

It has been said that the glory of the Exposition is to be the marvelous use of gorgeous color, and this feature cannot be described. The use of color may be said to be riotous, and the effect is stunning to the eye. The daytime effects are, however, incomparable with the splendor of the display when the artificial lighting covering the most intricate and marvelous usages of the neon lights, indirect, flood and every other known and some not heretofore known, arrangements of lighting. The night display of the Century of Progress Exposition will remain in a blaze of glorious memory after all its other wonders have passed into conglomerate recollection.

And so all the pageant of marvels is ready and we of The Milwaukee Road are expected to interest all of our friends to visit Chicago this summer, availing them-



Gallatin Gateway Inn

We Have a "Dude Ranch"

A New Feature at Gallatin Gateway Inn

WE, AS railroad people, anxious to put over the railroad business, have a new "talking point" to present to any of our acquaintances who may be looking for a new thrill and another place to go.

There is, probably, no more care-free and enjoyable vacation pastime than the outdoor life and the sports that belong to what is commonly termed out in the "open spaces"—the "Dude Ranch."

Just the name Dude Ranch gives us a bit of thrill, particularly if we are somewhat new to the joys of life in the mountain country of the west. Just what is a Dude Ranch, then? It isn't, by any means, a place where would-be cowboys and lade-da folk go just to parade in dress-up "chaps" swash-buckling boots and clanking spurs. No, you can go out to a Dude Ranch with real honest-to-goodness durable sports clothes including homely but efficient riding outfits, high boots for wading the streams and something old and good for nothing else but to wear out on motoring trips; and you will find yourself among a company similarly accoutered and everyone bent on having the time of his life away from the noise and care of city streets and the distractions of the "madding crowd."

Therefore The Milwaukee Railroad has announced a new feature at Gallatin Gateway Inn. The Inn, with all its luxurious equipment is opened this season to a combination country club life and Dude Ranch House and travelers and vacationists are invited there to accept and enjoy in their own special way, all the pleasures of summer vacationing in the glorious Rocky Mountains.

Not many spots in the Rocky Mountain country are more inviting, more beautiful scenically or more conveniently located for any or all of the various summer sports and outings than Gallatin Gateway Inn. It is near to the mouth of the famous canyon of the West Gallatin river, filled to the brim of its sparkling waters with the noted Montana trout. From the

Inn trails lead in all directions, either for riding or hiking, and splendid roads take you to far-away spots of scenic and historic interest.

Over on the Three Forks plain one traces the route of the great Lewis & Clarke Expedition, the romantic story of the Shoshone Princess, Sacajawea, who led the explorers in safety to the sources of the Missouri river, and found at the same time her long-lost brother and her native tribe. Across the plain leads the route of the man Coulter who made a thrilling escape from pursuing redskins and climbing the heights saw the steaming plateau of Yellowstone's Geyser Basin.

Mountain roads and trails lead back to the places of the hectic days of Montana's gold rush days—up Alder Gulch, way up to Virginia City and into the Madison Mountains. New places to go every day and wonderful things to see. But of course there are enjoyments more restful, too, at the Inn. Just to sit on the wide verandah and absorb the beauty of the great surrounding picture and breathe the glorious mountain air is marvelous in itself; and then at eventide, the wonderful sunsets and later, the dance and other evening entertainment.

Milwaukee Railroad folk do not need to be told, here, of the excellence of the food served at The Inn because it is the same quality as that which has made our dining car system famous all over the world, but here is something novel to tell our patrons about. You can go to the garden of the hotel and pick out the fruits and vegetables you wish to have for your dinner, go to the poultry yard and pick out your broiler; or go afishing and have the trout you caught yourself served on your table in the dining room.

Dan Young is again the manager at the Inn, and he has a full corps of expert wranglers, guides and packers; autos for motoring trips and fishing outfits. The daily charge for these services is very

moderate so that none will feel himself deprived of the full enjoyment of this type of vacation because of the cost.

(Continued on page 11)



Birthday Party

Do you know this smiling gentleman? If you are a veteran of Milwaukee service yourself, it will not take you long to locate him. If you have not that honor, let The Magazine introduce to you, Mr. W. E. Tyler, Head of the Pass Bureau of this railroad. Mr. Tyler is a veteran in the service of the company and has occupied positions of trust and responsibility in both the Operating and Traffic Departments. In the Operating Departments having been superintendent of the Superior and the (then) Rochelle & Southern Divisions. In the Traffic Department, among other positions of responsibility, he filled the office of Assistant General Freight Agent at Chicago, and assumed the position of Head of the Pass Bureau in 1918.

On May 29th Mr. Tyler celebrated a birthday, but declined to reveal his age to the associates of the general office who gave him a birthday party and hearty congratulations, wishing him many joyous returns, in which his many friends on the System cordially join.

The Agricultural and Colonization Department

Michigan Settlers to Build State College Shows How to Save Money and Add Attractiveness

LIKE the brook, farm meetings seem to flow on forever. Some are just meetings while now and then one stands out among its kind and deserves more than just special mention.

Such a meeting was held an early afternoon in May near Iron Mountain, Michigan. About 75 new farm owners, or prospective owners, sat for over two hours and drank in every word and action of Professor Musselman and Extension Engineer George Amundson from Michigan State College. The reason these new settlers sat literally glued to their chairs was because the engineers were telling them how they could, at present costs of materials, build comfortable, attractive farm homes for as little as \$40 cash outlay per room.

They even told the settlers more astounding facts. They showed them how the house might be built one room at a time or, for example, a room a year, until a six, seven or eight room dwelling would be complete in design, proportions, lighting and with provisions made for water systems, bath and furnace to be added at any time.

The engineers even had the house all planned so that any builder could construct as many rooms as he would like to build yearly and still have a house that would appear complete internally and externally. A few native trees and shrubs, correctly spaced and planted in the door yard, would complete the job by providing an attractive setting.

To keep the building costs down, the engineers borrowed some of the ideas built into the summer homes bordering our northern Wisconsin and upper Michigan lakes. Native stone and logs furnish the bulk of the building material. Laying, preserving and decorating the logs used may be done in a wide variety of ways so that most any housewife can suit her fancies as to color schemes, window arrangement, beam or flat ceiling, rustic or conventional interiors.

In addition to describing and demonstrating just how the home on a new farm might be built, the engineers told how the settlers might also save money in building their other farm buildings.

West of Randville, Michigan, 38 settlers have recently purchased 40 and 80 acre farms. The area was cut over about five years ago when all the merchantable saw timber was removed. These new settlers are now removing the stumps, plowing land, erecting buildings, and otherwise providing homes for their future.

The suggested plans offered by the experts from Michigan State College were intended to merely point out ways by which the capital invested in a farm might

be kept down to the lowest possible point, thereby preventing any one or more of these new farmers waking up some day to the fact that they owed more for buildings than could be provided from the land. One needs but to look around if any of the older developed farming areas to fully realize how little constructive farm planning advice was given or accepted in the years past.

Many of the land owners in the cutover regions of the lake states have come to value highly their close contact or relationship, with the families they move onto lands sold. This is particularly true of the Sawyer-Goodman Company, of which M. E. Sibole, Marinette, Wisconsin, is manager of the Land Department. To make the relationship of land owner and purchaser mutually long standing, only desirable farm lands are offered for sale to settlers who come to the territory. Great care is exercised in assisting the new settlers when they plan their farm development and farm management programs. Men of experience are literally drafted to give the newcomers the benefit of their years of local farm acquaintance-ship.

Because this is the attitude of Mr. Sibole, our department made the suggestion that expert advice and assistance be brought to his settlers that they might build wisely, economically, permanently and with attractiveness. The suggestion was accepted and resulted in the meeting reported in the foregoing part of this story. It is with pride and confidence that this department of our road can and will continue to cooperate with such land owners in settling their lands with permanent farmers.



The Junior 4-H Bluebells

Bluebell 4-H Club Washington Girls Now Working to Earn Trip to Chicago

OUT in the Evergreen State, the 4-H girls are already working that they may win one of the 4-H Club Congress trips over our road this coming fall.

According to Henry M. Walker, State Club Agent, Pullman, Washington, the Junior Bluebell 4-H Club is well on its way toward this coveted goal. Each one of the nine Club members is working

hard that she may be one of the few who will be selected to represent the State at the National 4-H Club Congress to be held in Chicago the week following Thanksgiving.

To help them do their work better and to add variety to their program, they have written a club song which is full of the spirit of youth. This song, when sung, has the same effect on these Club members as does the singing of the National Anthem affect all good citizens.

Like good soldiers to any worthy cause, each is dressed exactly alike. The only difference in this case is the fact that each "soldier" made with her own hands the uniform she wears.

"They are truly an alert, bright and attractive group of girls," said one of the department heads of our road. "We hope one or more of them may win one of the educational trips sponsored by our road and have the fun of coming to Chicago next fall."

He continued by saying, "Their leader must have the affection and admiration of her girls. She is truly doing for them a worthwhile work of service from which I know she is gaining much of personal pleasure and, perhaps, unrealized benefit."

Ellensburg Advertisises New Farm Families Settle Kittitas Valley

DURING two and a half months, this past winter, 3,507 people inquired about the 72,000 acres of new irrigable lands added to the Kittitas Irrigation District. Their interest in these lands was prompted by small ads that ran in 100 papers whose circulation was heavy

in old irrigable districts. The 3,507 forwarded the names of 840 friends, each interested in farming and owning an irrigated ranch.

Already the results of this brief advertising campaign are being felt. New settlers are moving to the land while others

have taken up their residence in Ellensburg awaiting the proper opportunity to acquire one of the Kittitas Valley ranches.

The Ellensburg Chamber of Commerce sponsored the November 15th to February 1st advertising campaign, assisted by the two trans-continental railroads that serve the Valley. The local Chamber of Commerce answered each inquiry and "followed up" all that had any apparent promise.

Air Brakes

By James Elder, General Air Brake Supervisor

THE Air Brake undoubtedly stands at the head of a long list of appliances which today are considered absolutely necessary in the operation of Railway Trains, and when viewed from the standpoint of Safety, is bound to retain the position. It has been a very important factor in the development of the Railroads, because the scheduled speed of trains has only increased as the force necessary to safely bring them to a stop has been developed.

It takes one of the modern passenger locomotives several minutes and a distance of several miles to accelerate a heavy passenger train to 60 miles per hour, but an emergency application of the modern brake equipment at a speed of 60 miles per hour—with the steam throttle open and the locomotive working at capacity—will bring the same train to a stop in less than 2000 feet, and with steam shut off in less than 1000 feet, thus dissipating in seconds and feet the energy which took the powerful locomotive minutes and miles to build up.

The history of braking devices for railroad trains describes a long series of mechanisms from the single hand form to the complicated electric type. Some of these sprang rapidly into prominence and then disappeared quite as rapidly into the dump-heap. Others persisted for several years, but were finally laid away by their friends with evident reluctance.

The one device which has had an uninterrupted success since the invention by Westinghouse is the air brake, and today this type of brake is almost exclusively used on both steam and electrically operated trains.

The essential quality of any braking system is reliability. It must work in season and out, night and day, in good weather and bad, excessive heat and cold, and on trips involving several thousand miles continuous operation—in fact, nothing under any circumstances must interfere with its efficient action for the lives of many passengers and the safety of thousands of dollars worth of property absolutely depend upon the ability of these brakes to bring the train to a stop at the desire of the Engineer.

Time and progress in the art of railroad operation is constantly creating new conditions and demanding new requirements in train braking, thus necessitating new functions in the brake equipment to meet the changed conditions. The air brake has been developed through a series of stages, as conditions necessitated, each improvement fulfilling the requirements of its day and forming the foundation of the structure of the next succeeding form which renders possible the use of longer trains and larger equipment than would be safe with the older type of brakes. The air brake must control the speed of trains, consequently it must also limit the size

of the equipment to be controlled, prudence would not permit the construction of a vehicle which could not be self controlled.

Undoubtedly Air Brake Engineers could design air brake equipment which would have greater flexibility than that at present in use or contemplated in the future, a brake that could be applied to any type of car, either in freight or passenger service, if it were not for the fact that any new type of brake must be designed so as to work in harmony with the older types during the period of change from the old to the new type, otherwise millions of dollars worth of older equipment would have to be scrapped by the railroads with each change in design.

The conclusion naturally follows that the construction and action of a device which occupies so prominent and all important a place in railroading, must necessarily be of a more or less complicated nature, and such conclusion is well founded. No other appliance connected with the running of trains requires the amount of study and skill on the part of the maintainers or operators as the air brake due to the fact that there are so many different types and so many modifications of each type that must be kept in condition so that they will work harmoniously.

The air brake is automatic and will automatically perform the functions it was intended to perform, but to do so it must be maintained in the condition

intended by its designers. This makes it essential that every man who is in any way connected with its maintenance must have a practical understanding of the mechanism of its various parts and the elementary principles underlying its operation, if the safety and economy in the handling of the railroad traffic is to be obtained with a minimum loss of life and damage to property.

"The Milwaukee" was one of the first railroads to discover that the air brake, when properly maintained, was an asset instead of a liability. The savings from the reduction in damage to lading, damage to the equipment, such as draw bar failures, slid flat wheels, derailments due to brake rigging defects, transferring of loads, such as steel rails or lumber which were displaced due to train shocks when the brake was applied, etc., over compensates for the cost of keeping the brake equipment in 100% condition.

In 1932, in addition to the conditioning of the many controlling devices on the locomotives, the periods for such conditioning being designated by Law, and ranges from 30 days for some devices to six months for others, there were 81477 freight brakes cleaned and lubricated and 83261 triple valves re-conditioned, 1769 passenger car brakes cleaned and 3555 passenger car triple valves re-conditioned, and in 1929, when business was better, there were 96460 freight brakes cleaned and lubricated and 100244 freight triple valves re-conditioned, and 3387 passenger car brakes cleaned and lubricated and 6000 passenger car triple valves re-conditioned. The periods for doing such work and the proper method of doing the work is provided for by a joint rule of the Interstate Commerce Commission and the American Railroad Association. Each railroad is required to condition as many brakes, system and foreign, as cars owned, every 12 months, recently extended to 15 months.

The penalty attached by the A. R. A. for improper work is the cancellation of all bills rendered against foreign railroads for air brake work for 12 months back from the date the improper work was found by A. R. A. Mechanical Inspectors, and the penalty attached by the I. C. C. is \$100.00 for each car with an inoperative brake that is intermingled with the cars having operative brakes in a train in service when found by an Inspector of the Safety Bureau of the I. C. C. These Federal Inspectors make an inspection of a number of trains at various terminals, each month. Sixty-two freight trains were inspected by them on our railroad in 1932. The average operating condition of the brakes on the trains inspected was 99.4%. There were no penalties.

A few years ago, on two of our competing railroads, A. R. A. Mechanical Inspectors cancelled bills for improper work to the extent of \$40,000.00 on one road and over \$30,000.00 on the other. Either of these amounts would have made a radical change in the facilities

(Continued on page 12)



J. E. Bjorkholm

President, Western Railway Club

Mr. J. E. Bjorkholm, assistant superintendent of motive power, received the honor of election to the presidency of the Western Railway Club at the annual meeting of that organization in Chicago, May 15th.

Mr. Bjorkholm is receiving the congratulations of his associates of the Mechanical Department, in which his many other friends on the railroad join.



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXI

JUNE, 1933

No. 3



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

CARPENTER KENDALL, *Editor*

ALBERT G. DUPUIS, *Assistant Editor*, In Charge of Advertising

Singles Copies, 10 Cents Each—Outside Circulation, \$1 Per Year

U. S. Postage on This Magazine Is Three Cents

Competition of Government Harms Business

Private Carriers Not Only Lose Freight to Inland Waterways Corporation but Are Taxed to Finance Their Competitor

Less government in business will mean two things to the American people: less governmental cost and more successful private business, the *Manufacturers Record* contends in an editorial of recent date. Discussing "Expensive Government," it says that individual enterprise "loses on every side."

"The government of this country was not designed to fill economic functions, and its organization does not lend itself to the efficient operation of any business undertaking. We have had ample proof of what may be expected in waste and extravagance and inefficiency through past attempts with government-managed enterprises.

Cost \$24,000,000 of Public Money

"According to the testimony before the Shannon Committee, the Federal Barge Line on the Mississippi River has been operated since 1924 by the government, with an investment of public money amounting to \$24,000,000. Its operation in each of the eight years of its life has failed to earn anything and during that time it has had to pay no taxes, nor any interest charges.

"On the contrary, \$100,000,000 of additional taxpayers' money has been spent to provide a navigable right-of-way, for which, of course, the federal barge line pays nothing. There is no incentive to make a profit in government business undertakings, and therefore efficient, economical management is not as important as it is in private business.

"Whenever the government enters the field of business it does so necessarily at the expense of private enterprise already established in that field. Every shipment carried on the 300 and more watercraft in the Federal Barge Line fleet is taken away from the railroads and private carriers serving the same territory. Not only do these private carriers lose this revenue freight, but they are taxed by the federal government to finance their competitor.

"Such a condition, typical of that which exists wherever the government competes with private enterprise, discourages concerns already established from further expansion and prevents the investment of private capital in new enterprises through lack of profitable opportunity.

Private Industry Is the Loser

"Private industry loses on every side—through the loss of business as a result of unfair competition and through a double increase in taxes brought on by the necessity of financing the government-owned enterprise it competes with, and of carrying an additional burden imposed by the removal of taxable wealth by this self-same government undertaking.

"A reduction in these operations of government, which it was not designed to perform, will serve two ends foremost in the mind of the American people today—a material reduction in the overwhelming expense of government and a stimulation of business activity. Public opinion must be brought to bear forcefully on Congress to begin the withdrawal of the government from the fields of business at the earliest possible moment."—*Railroad Data*, May 5, 1933.

its money are, then, confronted with a choice between two policies. First, they can continue to provide, as they are now providing, highways to be used by both light and heavy motor vehicles. If they continue this policy they will necessarily continue to subsidize truck transportation at the cost of the taxpayers, because they will never be able to charge heavy trucks enough fully to reimburse the taxpayers for the expenditure required to provide highways strong and wide enough for trucks.

"Second, the public and those who tax it and spend its money can abandon the present policy of constructing highways for both heavy and light vehicles and adopt the policy of constructing them only for light vehicles. This is the

Federal Road Policy

"Economically Unsound"

Editorial Challenges Idea of Building Roads for Trucks; Calls It Continuance of Extravagant Expenditure

Challenging the statement of Thomas H. MacDonald, Chief of the Bureau of Public Roads, that it is necessary to build roads "for trucks as well as for automobiles," the *Railway Age* asserts in a current editorial that such a policy as has been laid down by the Bureau falls into the same category as other extravagant public expenditures for which no justification other than a selfish one can be found.

"The use of a highway by an automobile or a farmer's or merchant's light truck is an ordinary public use," the journal says. "Its use by the operator of a heavy bus or truck who engages in transportation for hire is a private use for private profit. Obviously, therefore, either highway expenditures especially for truck transportation should be made, or those who use the highways for commercial transportation should be required to pay rentals or tolls which in the aggregate will fully reimburse the public for all the costs incurred by it in providing them with public property on which to carry on their private business.

A Gigantic Economic Mistake?

"Are they paying such adequate aggregate rentals or tolls now? Is it economically possible for them to pay adequate rentals or tolls now? If not, will it ever be? If it never will be, is not the nation's present highway policy, which is being carried out under the virtual dictation of the Bureau of Public Roads—a dictation made possible by federal aid highway appropriations—a gigantic economic mistake and should not federal aid highway appropriations, and the virtual dictation of state highway policy by the Bureau of Public Roads, be discontinued?"

"The public and those who tax it and spend

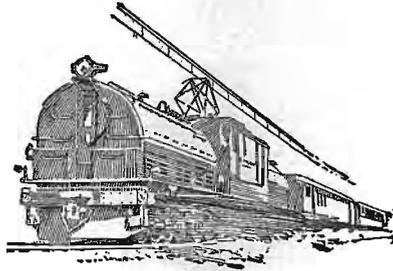
only economically sane thing to do. Why should the public continue to tax itself to spend \$9,000 a mile or more upon highways in excess of what is required to construct them for automobiles and light trucks when the facts show that heavy vehicles never can pay enough for the use of the highways to justify the excess cost of constructing highways for them?

Statement Is Challenged

"The *Railway Age* challenges the statement of Thomas H. MacDonald, Chief of the Bureau of Public Roads, that 'it is absolutely necessary that we build for trucks as well as for automobiles.' We assert that that policy, as dictated to the states by the Bureau of Public Roads by the use of federal highway aid appropriations as a club, is economically unsound from every standpoint, and that therefore the club should be withdrawn by the discontinuance of federal aid highway appropriations.

"The public already has piled upon its own back a load of taxes to provide highways for trucks which it cannot afford to bear. A continuance of the highway policy dictated by the Bureau of Public Roads would simply be a continuance of one of those policies of wildly extravagant government expenditure for which there never was and never can be any economic justification, and which are largely responsible for the economic plight in which the American people now find themselves."—*Railroad Data*, May 5, 1933.

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.



A Century of Progress Exposition

When people travel around to different towns their numbers are not apparent, but when they are all headed for the same place from all over the country there is bound to be a great crowd.

Chicago will get the crowds this summer, but will have plenty of room and facilities to take care of them. Every indication points to an unprecedented volume of travel from all parts of the United States as well as many foreign countries, to the World's Greatest Exposition - A Century of Progress.

Our Passenger Department has done much preliminary work to create interest in and stimulate travel to this Exposition. Low round trip rail fares have been established from all points, and tours have been arranged including all essential requirements.

Patrons of the Milwaukee Road may be assured of safety, comfort and convenience - and rail travel alone can offer this assurance.

A series of Inclusive Tours has been arranged to Chicago from Omaha, Kansas City, Des Moines, Sioux City and Sioux Falls including round trip transportation, with or without sleeper as desired, hotel accommodations in Chicago with breakfast each day, sightseeing trips, admission to the Exposition, etc., and will cover either individual or group travel.

Another series has been arranged from the Twin Cities. All-expense tours have been arranged also by the American Express Company and the Travel Guild.

The inclusive tour insures hotel accommodations and other provisions for the travelers' comfort and convenience, saves a lot of time and trouble and is more economical.

With these and other provisions for the handling of Century of Progress visitors the Milwaukee Road will contribute its share to the success of the Chicago Exposition.

Milwaukee Road employes can cooperate by informing their friends and putting them in touch with representatives of the Passenger Department for further details.

A stylized, cursive signature of J. D. Finick. The signature is written in black ink and is positioned above the title 'Vice-President'.

Vice-President

(Submitted by W. E. Bock, Gen'l. Agent Pass. Dept., Omaha, Nebr.)



“Roundup”, Montana In Olden Days

TRAVELERS on the Olympian train through the valley of the Musselshell River in Montana see from the car windows the landscape beauties that border the winding stream; they mark the attractive modern features of town and countryside which owe their being to the building of The Milwaukee Railroad through the valley. At one of the stops the name of the



Old Roundup

town as well as its air of up-to-dateness and its progressive appearance, produces interest. “Roundup,” curious name for a town, perhaps they say, and “why ‘Roundup?’” Well, fellow travelers, this new little city which sprang into size and prosperity at such a rate that it earned for itself the sobriquet, “Miracle of the Musselshell” borrowed the name of an earlier hamlet located to southward near the banks of the river; and which, when the railroad came through, was uprooted bodily and brought over beside the tracks, along with its name.

Roundup, as some of you may know, is a term of high significance in the annals of the great cattle industry which in the days of the “free range” dominated these Montana hills and plains; it belongs to the colorful days of the cowboy, the “bronco buster” et al; and it was a particularly important ceremony in the life of the range. Every year the cow-punching gentry of this and of that “outfit” foregathered at the headquarters ranch for the business of rounding up the cattle destined for the market. The annual roundup was the event of the year with all the cattlemen, and great days for the cowboys when the outfit ready with mess wagons, bunk wagons and bunches of lead horses started away for the range. Every cowboy astride his bucking bronco was ready for whatever dare-devil stunts belonged in the program; the old-timers with the horse of their choice and the less experienced forced to accept what the foreman handed out and more than often finding themselves spending a good part of the first days picking themselves out of the dust and the sagebrush, while his “mount” waited with evil eye, getting ready to treat his rider to “some more of the same.”

Back in “the eighties” and “the nineties” of the last century the Musselshell Valley was grand range and the boys who rode herd were outstanding types of their profession. In the saddle all day and ready for revelry by night wherever camp was pitched.

Such was the genesis of the old town

was the first white woman to make her of Roundup. It was first settled by an old trapper and buffalo hunter by the name of James McMillan and it is said his wife



The Miracle of the Musselshell

home in that part of the Valley. A little log cabin with a small store and saloon were their beginnings, and when a post-office was established there, the name of Roundup was given to it, probably because its location seemed particularly apt to the annual harvest festival of the cattle industry. The settler with his saloon and adjoining dance hall soon grew into popularity with the cowboys, for that gentry never failed when camp was pitched within reachable distance of a bar, a dance and pretty gals.

For more than a quarter of a century,

the quaint little settlement flourished in its picturesque location on Half Breed Creek, a short distance above its confluence with the Musselshell River. At this point the rim rocks rise in majestic palisades protecting the valley from the winds and snows of winter and from the hot winds of the short, northern summer. Here in this secluded spot Old Roundup for thirty years had been the gathering place of the ranchers and cowpunchers up and down the Musselshell, and annually the cattlemen from far and wide combined to hold their roundup of cattle on the flat above the town, where the present new city is now located. Thus while the cattle and the cattlemen held their exclusive reign in the Valley, old Roundup enjoyed its picturesque existence and only fell asleep when the railroad came and coal became the lodestone to attract people to the new town that was to grow beside the railroad tracks. The first coal mine was opened in 1907, and a coal camp of temporary shacks and tents was ready to receive the railroad and the steam trains when they arrived. Coal mining has become the dominant feature of the new town's progress; and the little old cow town to the south is mostly a memory and an interesting bit of “local color” in a colorful past.



Their First Birthday

The Northern District Accounting Office

The Northern District Accounting office was organized on May 1st, 1932. The office comprises the accounting and timekeeping forces of the former I&D, H&D and I&SM Divisions, and the former District Accounting force of the Twin City Terminals located at Minneapolis. It handles the accounts of the entire Northern District. Its force was recruited from the various points on the divisions named, and includes the following:

Austin
Harold Rappe
Russell Risberg
Ron Evenson
Firmin Alexander
Wm. Breingan
Eleanor Moran

Mason City
Leo Montgomery
Carl E. Ring
Nina Moore
Ruth Scott
Irma Wilhelm

Aberdeen
Oscar Lodge
Ray Hoefs
Jos. Johann
Clara Samdahl
Margaret Hicks
Helen Warner
Mathilda Cully

The following were members of the old District Accounting force located at Minneapolis:

Chas. Rogers	Henry Gray	Elizabeth Zimkoski
Carl Holmgren	Flora Collier	Georgia Perry
John Ritter	Florence Almen	Nellie Sullivan
Lawrence Hollstadt	Irene Hughes	P. A. Nickey
Emil Rachner	Violette Loffert	Theo. M. Hartz
Elavi Conroy	Martha Benson	

To this force was added E. B. Gehrke from Green Bay; Mattie Chewning from LaCrosse, Henry G. Russell from Chicago; and Grace Welsh, Ruth Hanson and Harry Hoyer from Minneapolis.

The office is in charge of Mr. Geo. A. Ehmer, former Traveling Accountant out of the Auditor of Expenditure's office, with headquarters at Milwaukee. Assistant is Mr. P. A. Nickey, former District Accountant at Minneapolis. Mr. Gehrke, former Division Accountant at Green Bay, is in charge of the Labor Bureau; Mr. R. G. Evenson, former Division Accountant at Austin is in charge of the Material Bureau; Mr. H. G. Russell, formerly Engineer from Auditor of Investment's office, is in charge of the A. F. E. Bureau; Mr. T. M. Hartz, formerly Chief Clerk of the District Accounting office at Minneapolis is in charge of Bill & Voucher Bureau; Miss Clara Samdahl, formerly of Aberdeen, is in charge of the Com-

puting Bureau, and Mrs. Martha Benson, formerly secretary to the District Accountant at Minneapolis, is in charge of the Typing Bureau.

On April 1st, 1933, the organization absorbed the work of the Trans-Missouri Division, at which time Geo. Knowles, former Division Accountant of the Trans-Mo Division, and Messrs. Ben Shields and David Mankey became a part of the force.

The office is responsible for all time-keeping and payroll distribution for the entire Northern District and the Trans-Missouri Division, with the exception of train, engine and yard payrolls; handles all material and stock transactions for the territory mentioned, likewise handles all bills payable and bills collectible, and AFE and statistical work for this territory, which comprises approximately 3,900 miles of railroad.

SAFETY DEPARTMENT

Vigilance and Thoughtfulness Insures Safety

By George Ugland, Chief Clerk,
Car Department, Deer Lodge, Mont.

ON THE very first page of your Safety Rule Book you will find a short sentence, "Vigilance and thoughtfulness insures safety." It seems to me those few words are very significant. If you are to work safely you must be vigilant, on the alert to recognize danger and thoughtful of your own as well as the other fellow's safety.

Carelessness and thoughtlessness cause the greatest number of injuries. Vigilance and thoughtfulness would prevent most of them, but in order to be vigilant of your safety you must know how to do your work in a safe manner. That requires thinking, and a study of how it should or should not be done.

For the past three months or more you have been furnished one rule a day. These rules are given you that you might become acquainted with the common hazards incident to your line of work. If you study them and think them over carefully, you will find lots of practices that you perhaps never thought of before as being unsafe. Many of us have, no doubt, at some time in our life, hurt ourselves in a manner which, at the time, we did not consider unsafe, but in studying the rules we find that there is a specific rule covering just such cases, pointing out the danger. If we had known better before, the accident would not have occurred. It behooves us, therefore, to learn these things in advance so that we will be on the lookout. Your very knowledge and understanding of some rule may prevent an accident or injury to yourself or someone else at some time in the future. It may not be here, it might be somewhere else or at home, but wherever it may be, if that time comes you will be thankful that you knew and understood clearly what was to be done and did it.

The penalty for ignoring or disobeying

a safety rule may mean a broken or maimed body or even the loss of life. Therefore, I would urge that you think each rule over carefully, visualize the precautions to be taken when doing your work. Do not relax your vigilance, but keep on the lookout for danger and plan your work so that you know you will be safe and that you will not be endangering somebody else by your own thoughtlessness. It is too late to be sorry after the damage has been done. The thing to do is to prevent it from happening.

A Safety Radio Talk

On May 4th Mr. E. A. Meyer, Manager Safety and Fuel Departments, gave a talk over Radio Station WCLO of Janesville, Wisconsin, on the subject, "What Are You Doing to Promote Safety?" His address was in connection with a safety drive being made in the communities in the Rock River Valley and was a preliminary feature in connection with the Rock River Valley Safety Conference held at Ft. Atkinson, Wisconsin, on May 9th. This conference was attended by Mr. Meyer where he delivered an address on "The Responsibility of Railroads in Connection with Highway Crossing Accidents." His message was expected to reach the ears of hundreds of people residing and employed in the territory surrounding Ft. Atkinson, including such towns on our railroad as Madison, Janesville, Beloit, Milton Jct., Watertown, etc., in Wisconsin, and Rockford, Freeport, etc., in Illinois.

Section Foreman George Lee of Cambridge discovered two rails that contained transverse fissure defects on the westbound track near Elwell on April 10th. On May 2nd another such rail was found by the same foreman. In all three instances the defect was discovered before the rail broke, only a fine hair-line mark on the gauge side of ball of the rail giving evidence of the defect.

S. J. Kurzeka

SUDDENLY, at Ortonville, Minn., a heart failure, occurred the death of Mr. S. J. Kurzeka of the Bridge and Building Department, and for many years chief carpenter of the Southern Minnesota Division.

Mr. Kurzeka entered the service of The Milwaukee Railroad in 1895 and in 1897 became foreman in the B. & B. Department on the H. & D. Division; later being promoted to the position of chief carpenter. He remained in the company's service 38 years and was liked and respected by his associates and employers.

Funeral was held in Glencoe, his native town, and was largely attended. He is survived by his widow, three sisters, and five brothers, to whom the sympathy of his many friends of The Milwaukee family is extended.

Philip R. Emanuel

PHILIP R. EMANUEL, Chief Clerk in the Commissary Department at Tacoma, died suddenly of a heart attack in his home in Tacoma. Mr. Emanuel, 53 years of age, had been in the employ of this company for twenty years and was a trusted and efficient member of the department that he served.

He is survived by his widow, two sons, three sisters and five brothers all of whom reside in Chicago.

He was a member of Tacoma Lodge No. 2, A. F. & A. M., and funeral services were conducted under Masonic auspices.

The sympathy of his associates of The Milwaukee Railroad and his many friends is tendered the sorrowing family.

Erratum

Through error, The Magazine did not publish the name of the author of the verses written in memory of the late Mr. O. P. Barry which appeared on page 8 of the May Magazine. They were written by Mr. James H. Robinson, head clerk of the A. F. E. Bureau, Middle District Accounting Office, Milwaukee, Wisconsin. They were sent to the Magazine by Mr. R. L. Whitney, traveling accountant.

"Dude Ranch"

(Continued from page 5)

It is an ideal place for the youngsters on vacation and they find plenty of amusement both nearby and afar. There is also plenty of golf at neighboring links where guests of the Inn are privileged to play, and there is tennis and a putting green on the hotel grounds.

Thus, in addition to the comforts of the Inn for those bound in or out of Yellowstone Park, let us tell all of our friends about the new attractions of Gallatin Gateway Inn and get as many as possible to take The Olympian on the reduced summer fares and spend their vacations where we know they will have a good time and return refreshed in mind and body to the routine of every day life.

Received His 50 Year Service Button

Locomotive Engineer Louis K. Owen, entered the service of the Milwaukee Railroad as a freight brakeman on the Iowa Division in June, 1882. A year later he transferred to the Locomotive Department as a fireman, in which capacity he continued for eight years, being then promoted to be a locomotive engineer. Since that time he has served in both freight and passenger service.



Louis K. Owen

His loyalty and efficiency during the passing years has been a fine contribution to the high standard of operation being experienced on this division today. He has the esteem and friendship of his co-employees.

We were glad (recently) to present Mr. Owen the Milwaukee Road Veteran Employees 50 year button, to which he was entitled, as evidence of this fine achievement, to congratulate him on his long record of usefulness and industry.

Mr. Owen pulls the way freight between Marion and Savanna, and resides, with his wife, at 479 7th Avenue, Marion. Mrs. Owen was a daughter of deceased Locomotive Engineer "Dad" J. J. Benson.

His Golden Jubilee

ON April 4th, 1933, Claus Lind, veteran Roadmaster in the Twin City Terminals, rounded out fifty years of service with the Milwaukee Road.

Mr. Lind entered the service at the age of sixteen years on April 4th, 1882, as a laborer handling wood for use on the wood-burning locomotives. Mr. Lind worked at that job for a period of two years and then entered the service as a section gang laborer at Red Wing, Minnesota.

While employed in that gang, Mr. Lind recalls they put in the first split switch on the River Division at what was then known as Carlson's Spur. During the spring of 1888, Mr. Lind was appointed section foreman at South Minneapolis, which was then part of the River Division, and worked under Roadmasters James McCutcheon and John Wagner. He was then appointed Roadmaster on April 1st, 1907, under River Division Superintendent W. B. Foster, having charge of the west end of the River Division, including Minneapolis and St. Paul; and he continued in that position until May 1st, 1930, at which time, in recognition of his long and faithful services with the company, he was appointed Assistant Roadmaster in the Twin City Terminals District.

Mr. Lind recalls when he entered the service with the Track Department that practically all side tracks, switch leads, and yard tracks were stub-end tracks. During the time that Mr. Lind served as Roadmaster in the Twin City Terminals, he built practically all of the yard tracks at South Minneapolis yard, also St. Paul yard, and supervised the construction and laying of tracks at the Bass Lake grain terminal. He also constructed the spur and industrial trackage in the Macalester District, and supervised the

excavation and track work in the 29th Street depression district.

Mr. Lind, who is perhaps one of the most well-known and familiar characters around the Twin City Terminals, is still very active and covers the entire Terminal district on foot; in fact, both his work and his hobbies keep him in the outdoors so much that he enjoys unusually good health.

The Air Brake

(Continued from page 7)

for doing the work properly from which these roads would have received a lasting benefit. We have been fortunate in never having had bills cancelled by ARA Inspectors for not following the instructions in the joint rules.

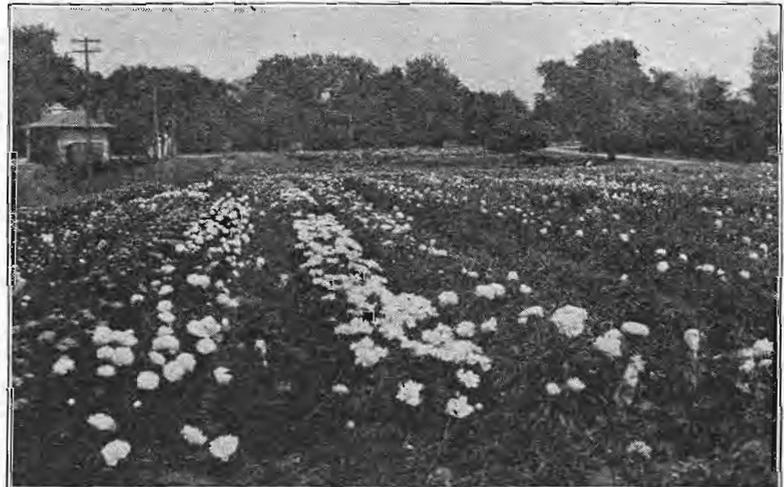
The one agency which has had an important part in bringing the maintenance of brakes up to the present high standard of efficiency is the American Railroad Association. This Association, due to the interchange of cars, saw the need for requiring each railroad to give the same attention to the brakes on a foreign car as they would to one of their own, and it is principally through the research and recommendations of its Committees that modifications are made in the design of the brake devices to keep step with the changes to higher speeds and longer heavier trains.

The present freight brake operated very satisfactorily on trains of 70 or 80 cars, but when trains increased in length to over 100 cars, it was found to be inadequate. Several years ago the Interstate Commerce Commission had a check made covering a period of three years of the damage to property and personal injuries due to the inadequacy of the present brake on long freight trains. As a result of this investigation

the Commission ordered the American Railroad Association to develop a brake that would safely control trains of 150 cars in length.

The A. R. A. appointed a Director of Research with authority to test all apparatus presented. Three brake systems were presented by Brake Manufacturers for test, and tests were conducted on 150 car test racks which were erected by the A. R. A. at Purdue University for the purpose. The tests at the University by the Director of Research and a large number of Assistants covered a period of three years during which time one of the brake systems presented was discarded because it failed to work in harmony with the equipment in present use. After the completion of the rack tests at Purdue University, several hundred oil tank cars and six Santa Fe type locomotives were leased and the new equipment installed on them. Road tests were conducted with these cars and locomotives in the Oregon Mountains on the Southern Pacific Ry. over a period of two years. During the road tests, the Manufacturers made a number of modifications in the equipment to get the desired results. After the road tests were completed, one of the types was approved by the Interstate Commerce Commission and will be the standard Freight car brake in future. It will be known as the "Westinghouse Type AB Freight Car Brake." The Pennsylvania R. R. has now 925 new cars in service with this brake equipment installed.

The cost of the tests of this brake and its development was several million dollars. The cost for the tests was assessed on the railroads in proportion to the number of cars owned.



River Grove Peony Gardens

Come to River Drive Peony Gardens

ENGINEER A. L. Murawska of Chicago Terminals again extends an invitation to Milwaukee Railroad employees of Chicago District or to employees visiting Chicago for A Century of Progress Exposition, to visit his peony gardens at River Grove, Ill. The peonies will be in full flower early in June and there will be thousands of blooms of many colors and including some new varieties.

In accordance with his custom, Mr. Murawska will present Milwaukee Road employees who visit his gardens during blooming time, with a fine Iris plant. His gardens are gorgeous with color during the flowering season for he specializes also in many and rare varieties of iris, delphiniums, columbines, as well as his wonderful collection of peonies.

His gardens may be reached by auto from Chicago over River Road and Ridge Street, five blocks south of Grand Avenue, in River Grove, Illinois.

An Enchanted Playground

A Wonderland for the Little Folk at Century of Progress Exposition

IT WILL not be the grownups exclusively who will have all the entertainment that is to be provided at A Century of Progress Exposition. Not at all. Down there on Chicago's lake front where the marvels of the Age are ready for exhibition, a Wonderland has grown into being,—a real fairyland, where the small folk of all ages and sizes are to find more thrilling things than ever their previous dreams have pictured, and where they will go to play with marvelous toys and see strange sights, the like of which could make even Alice of Wonderland marvel.

"Enchanted Island" this playground is called and it covers a five acre tract on what is known as Northerly Island of the Exposition site, with big Lake Michigan to eastward and the charming lagoon at the west; with the great electrical building to the north and horticultural hall on the south. Every safeguard for the protection of the children is provided so that Dad and Mother may leave their young people at the entrance of Enchanted Isle and go about the business of sight seeing in the assurance of the happiness and security of their little folk.

There would not be space enough here to tell of all the remarkable things the children will see and enjoy in their play-time, but at the entrance they are going to be greeted by an enormous wooden soldier, by a big sailor lad whose arms keep moving about in the wind, by a huge wooden Indian with war bonnet and battle axe; by a straw man and the Tin Woodman from the Wizard of Oz. Of course, the children will not have any recollection of those funny people of Oz, but their parents will remember them and their story will be told. These figures are about twenty feet in height and painted in gay colors. There will be a great umbrella, 21 feet high and 60 feet in diameter, made of steel, plywood and gay colored canvas to give the already pop-eyed youngsters further pause as they make their way to the Wonderland inside.

Children will have no difficulty in finding entertainment throughout the day while the elders are out everywhere on Exposition grounds taking in the marvels of the Age. For the very small children there is to be a model nursery and kindergarten presided over by highly trained kindergartners and nursery governesses, in a building erected for this particular purpose. All the accepted forms of educational and recreational activities will be provided for indoor and outdoor play; and food will be prepared by competent dieticians and attractively served. There is also going to be just inside the main entrance a restaurant decorated by Tony Sarg, the noted cartoonist, whose quaint figures and funny illustrations always fill the

eyes and heads of the youngsters with boundless joy. On two large playgrounds where trained playground directors are in charge the older children will have sports and games for their amusement.

In one enclosure a carefully clipped hedge forms a Maze into which the youngsters may wander and find their getting out something else again. Probably no single form of outdoor sport provides greater fun for boys and girls than getting into and out of a Maze. Another feature of Enchanted Island will be a tropical garden with palm trees and real orange trees bearing real fruit. Also there is to be a pirate's cave and a tree house built into the branches of trees.

A real zoo and a model farm inhabited by baby animals will be among the attractions for the young students; and there will be a corral with ponies that the children may ride—Oh, joy—and no danger to the children.

But the supreme thrill of the Island is going to be the Magic Mountain, rising from the middle of a circular court to a height of thirty feet, surmounted by a fairy castle down from which tumbles a sparkling brook and by its side is a winding path bordered by rocks and vegetation—the means of reaching the heights.

The mountain is surrounded by water, just like any real castle stronghold with its moat and drawbridge; small boats sail the moat and these will be side-wheelers that can be propelled by boy or girl power. Could anything more delightful be imagined.

At the mountain's peak a beautiful view of the whole Island is gained, and the youngsters who enter the castle will shoot down a mysterious spiral slide to the base of the mountain.

One of the chief attractions in this modern Wonderland will be a Children's Museum in which everything to be seen

there is made by children—not only American children but young folk of every land and every tongue. Even the decoration of the Museum will be done by children, and some new and refreshing ideas in decoration are looked for.

A miniature railroad whose trains will be pulled by a modern internal combustion locomotive will prove a master attraction. The tracks will encircle the Island and the little trains will go merrily round passing a lot of interesting points such as the figures of Little Red Riding Hood, Old Mother Goose, Jack-and-the-Bean Stalk, The Old Lady Who Lived in the Shoe, The Three Bears and Jack and Jill. The trains will run through a tunnel, will skirt the shores of Lake Michigan and make stops at two miniature railroad stations. All Aboard, everybody.

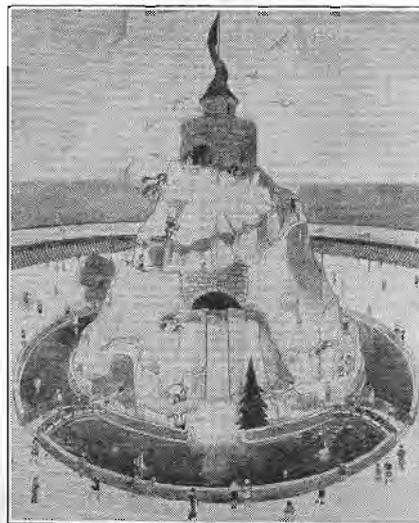
And among the countless other devices for amusement, will be miniature "drive-yourself" automobiles, circular swings, a fairyland ride, kiddy-go-round, merry-go-round, pony cars for delightful rides, a small ferris wheel with a thrill all its own; and a fence built of wooden elephants.

One of the chief features of this Island of Enchantment will be a theatre sponsored by the Junior League. This will seat 350 children, will have a complete modern stage equipped with an asbestos curtain and a fly-loft rigged with more than thirty sets of lines. Foot lights and border lights will be in three colors, thus keeping up the general ideal of colorful beauty. A fireproof kino booth will house two moving picture projectors, spot lights, a stereopticon, and both synchronized and non-synchronized sound reproduction apparatus. The interior of the theatre will be illuminated by indirect lighting; and part of the interior decoration will be mural paintings representing fairly tales and children's fables. A combination of sculpture and painting will be executed by Alfonso Iannelli as exterior decoration. In this theatre children's plays such as the Blue Bird, The Secret Garden and others of similar character given by the Junior League will be presented.

It is safe to say that never before in the history of any exposition have such elaborate plans been developed to amuse and entertain the children as are going forward at the Century of Progress, and the few we have been able to tell about here, are only a part of the great show; while the best part of it all is that the children are going to have as good a time at their own Exposition as their elders are enjoying in theirs.

Also to further assure anxious parents of the safety and care of their little folk, there will be an infirmary with a first aid station; and any children lost anywhere in the Exposition grounds will be brought immediately to the Enchanted Island where they will be under tender and competent protection until restored to their proper guardians.

Some unusual attractions just outside the main entrance to the Enchanted Island will be a marble shop, a giant coaster wagon and, of course, a toy



The Magic Mountain

shop. In the marble shop the children will see marbles in process of making. The whole front window of this shop will be made of two thicknesses of glass with brightly colored marbles between the two plates; and an enormous marble, six feet in diameter representing a globe with the oceans and continents of the Earth, will surmount a tall pylon at the entrance of the shop. Within the shop the children may receive an object lesson as to just how this favorite toy is made, for the process will be in full operation.

Next to the marble shop will be the big red coaster wagon, 35 feet long and 15 feet high with wheels nine feet in diameter; and the huge figure of a boy will sit in the wagon. Inside this coaster is a plate glass enclosure where real coaster wagons will be on sale.

Adjoining the wagon shop will be a toy shop with a complete collection of toys, mechanical and otherwise. Some will be on exhibition only and others will be for sale.

This remarkable feature of the Century of Progress Exhibition is a "talking point" to prospective patrons who are perhaps hesitating about just what to do with the children while the elders go to the Exposition.

Favorite Recipes

Mint Glazed Carrots with Peas. Three medium sized carrots, scraped and cut in one-fourth inch slices or in thin strips, lengthwise. Cook in boiling salted water fifteen minutes and drain. Place in frying pan with one-half cup butter, one-half cup sugar and one tablespoon of fresh chopped mint leaves. Cook slowly until soft and glazed. Cook one quart (after shelling) of green peas until tender. Season with salt and butter. Turn on serving dish and surround with the glazed carrots.

Carrot Timbales. Wash and scrape four or five medium sized carrots. Cut in thin slices, lengthwise. There should be enough to solidly fill a one quart measure. Cook with two tablespoons of butter, for ten minutes, stirring constantly; then cover with boiling water or stock and cook until soft. Drain and force through a puree strainer. Add two whole eggs and one egg yolk slightly beaten and season with salt and pepper. Fill buttered timbale moulds two-thirds full, garnish with hard boiled egg cut in slices or fancy shapes, set in pan of hot water, cover with wax paper and bake fifteen minutes.

Fried Celery, Tomato Sauce. Thoroughly wash and scrape celery and cut in three inch pieces. Dip in a batter made as follows: One-half cup flour, one-fourth teaspoon salt, a dash of pepper, one-third cup milk and one well beaten egg. Fry in deep fat and drain on brown paper. Serve with tomato sauce.

Tomato Sauce. Cook together one-half can of tomatoes or one and three-fourths cup fresh stewed tomatoes and one slice of onion until the onion is soft. Rub through a strainer and add to three tablespoons butter, three tablespoons flour heated and blended. Season with salt and pepper and cook until the mixture thickens.

Potato Fritters. Two cups hot riced potatoes, two tablespoons cream, two table spoons wine, one teaspoon salt, a grating of nutmeg and a dash of cayenne. Mix together, place the bowl in pan of ice water and add four well beaten eggs and beat until cold. Then add one-half cup flour, and when well blended, drop by spoonfuls in deep fat and fry until a delicate brown. Drain on paper.

Potatoes au Gratin. One and one-fourth cups cold boiled potatoes, cut in cubes. Heat in two cups white sauce and let stand in the double boiler thirty minutes. Place in baking dish, cover with buttered crumbs and bake until brown.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SPRING and SUMMER 1933.

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

7873. Ladies' Dress with Slender Hips. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 5 yards of 39-inch material. The width of dress at lower edge is 1½ yard. Price 12c.

7847. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 3½ yards of 35-inch material, together with ¾ yard of contrasting material. Price 12c.

7409. Ladies' House Dress. Designed in sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 requires 4½ yards of 32-inch material. For contrasting material ½ yard 35 inches wide is required. Price 12c.

7658. Chic Frock. Designed in sizes: 14, 16, 18, and 20 (with corresponding bust measure 32, 34, 36, 38), also 40 and 42 bust. Size 20

if made as shown in the large view, requires 3½ yards of 39-inch material. With long sleeves, 3¾ yards. Price 12c.

7865. Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. Size 10 requires 2 yards of 35-inch material. Price 12c.

7875. Popular Lingerie. Designed in sizes: Small 34-36, Medium 38-40, Large 42-44, Extra large 46-48 inches bust. Size Medium requires 1¾ yard of 39-inch material. The shoulder straps of ribbon require 1-1.6 yard. The tie belt, 2-1.6 yards. To trim with edging as illustrated requires 2¾ yards and 4¼ yards of insertion. Price 12c.

7729. Girls' Dress. Designed in sizes: 6 months, 1, 2, 3, 4 and 5 years. A 2-year size with long sleeves requires 1¾ yard of 35-inch material. With short sleeves 1¾ yard. The waist portions of contrasting material requires ¾ yard. Price 12c.

7754. Girls' Dress. Designed in sizes: 4, 6, 8 and 10 years. Size 8 if made as in the large view requires 1¾ yard of 32-inch material for the "jumper" and 1¾ yard for the guimpe. The guimpe with short sleeves requires 1 yard. Price 12c.

7893. Boys' Suit. Designed in sizes: 4, 6, 8 and 10 years. Size 8 requires 1¾ yard of 35-inch material if blouse is made with long sleeves. For blouse alone with short sleeves 1 yard. Trousers alone ¾ yard. Price 12c.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Council Bluffs Chapter

Mrs. Nels Jensen, Historian

HOPE for a larger meeting for March 1st were fulfilled by attendance of thirty members. Meeting called to order by President Mrs. Hugh McLean. Welfare work was reported; some groceries and clothing and a small child was treated at the Jennie Edmundson Hospital. The club was thankful for the two dollars which Mrs. Looie, the head of the hospital, gave for relief work. She is a very dear woman and is blind. A beautiful hand-made quilt was donated by Mrs. McDermott to be sold and money to go to the club. She is one of our very good members. After the penny march we played cards, the prizes for card game and door were donated by Mrs. Frank Colburn. Refreshments were served by Mrs. Devol, Mrs. Underwood and Mrs. N. Jensen.

April meeting fell on the fifth, very close to Easter. The meeting was called to order by our new president, Mrs. E. Lee. She was very proud to tell the ladies that she was grandmother of a baby girl, her first grandchild. No relief work was reported. A card party to be given April 27 at the home of Mrs. Carl Schonberg and a carnival to be held in May were planned. We were glad to learn that Mrs. T. P. Schmidt could be home from the hospital in Iowa City, Iowa, for Easter. At close of meeting games were played and a charming Easter luncheon was served by Mrs. McDermott and Mrs. D. Lanning.

May 3rd, our next meeting, I am very sure all the ladies looked forward to, for a pot luck luncheon had been planned. The only relief work reported was some seeds and seed potatoes sent to a family. The carnival was postponed till fall. We received \$4.05 from a card party. A luncheon was planned for May 10th at the home of Mrs. W. L. Schmitz; we call it "the New Deal luncheon," for one dollar; we are to feed twelve ladies, each lady pays 25c for her lunch. Mrs. Schmitz had 18 at her home the amount being \$4.50. The club gives her \$1.50 to pay for the food she used. I thought the ladies of other Milwaukee clubs would like to know just how Mrs. Schmitz fed 18 hungry ladies for only the \$1.50, so here is her luncheon: Scalloped potatoes, meat loaf, asparagus on toast, pickles, relish, jelly, rolls, rhubarb pie and coffee.

We had all we could eat and it was delicious. A May breakfast and card party, admission 25c, at Mrs. Eva Gallagher's home, May 25. On June 14 a picnic is planned and an ice cream social for later in the summer. So we say goodbye till next fall and hope everybody and everything will be better then.

Fullerton Avenue Chapter

Mary J. Maney, Historian

ABOUT 40 members accepted an invitation from Union Station Chapter to attend a card party April 4th at the Home Arts Guild. Warm thanks are extended to Union Station Chapter for a very pleasant evening and an enjoyable dinner.

Tuesday, April 11th, installation of officers for the new year took place. We were happy to have with us Mrs. M. F. Dineen, president of the Milwaukee, Wisconsin, Chapter and eleven of her members as our guests. Mrs. Dineen, assisted by Mrs. O. J. Carey of Milwaukee, installed the following officers: Mrs. H. M. Borgeson, president; Mrs. J. H. Neuman, 1st vice president in charge of programs; Mrs. A. J. Friedman, 2nd vice president in charge of membership; Miss Anna Nasheim, treasurer; Miss Mrs. McEwee, recording secretary; Miss Eileen

Collins, corresponding secretary, and Miss Mary Maney, historian and publicity. The following chairmen were appointed by our president: Mrs. G. W. Loderhose, Courtesy; Miss Etta Lindskog, Constitutions and By-Laws; Mrs. G. F. Beker, Relief; Miss Harriet Kennedy, Ways and Means; Miss Anna B. Lang, Librarian; Mrs. L. Keogh, House and Purchasing; Mrs. L. Auchampaugh, Sunshine; Mrs. T. H. Strate, Social; Miss Edith Strate, Auditing.

Following the business meeting we were delightfully entertained by the Fine Arts Glee Club in group singing by a chorus of 35 members.

May meeting Saturday, May 13th, at 1:00 P. M. Committee reports were read. An announcement was made that the lunch room in the Fullerton Avenue building will reopen May 22nd under new management. Tasty and appetizing luncheons will be served to please the most fastidious. The cooperation of all employes is asked in order to carry on.

The June meeting will be a picnic at the home of Mrs. Grant Williams, Edgebrook, Illinois, on Saturday afternoon, June 10th.

Ottumwa Chapter

K. M. G., Historian

THE meeting on April 28th was in honor of Mrs. Herbert Cogswell, retiring president. Mrs. W. C. Givens was chairman of the committee in charge of the affair, assisted by Mrs. Joe Link. A silver coffee pot was presented to the retiring president to signify, in a small way, our appreciation for the time and effort she has given during the past year to make a success of the chapter and to continue the good work.

A report was read covering the period from April 1, 1932, to March 31, 1933, indicating that much had been accomplished in the way of providing assistance to those in need, and splendid work and cooperation, resulting in a very successful year. \$1,021.63 was collected; clothing, food, etc., was distributed to those requiring assistance equivalent to \$883.84 in cash; 98 families received relief, a total of 466 persons given aid. Realized between \$70 and \$80 on a lot of garments purchased at a clothing store sale last year at an expenditure of \$25.00 to our Chapter.

At this meeting our newly elected officers took charge.

Green Bay Chapter

Mrs. Thos. McLean, Historian

A MEETING of Green Bay Chapter was held March 2nd. Mrs. F. T. Buechler, 1st vice president, presiding.

Mrs. Hastings, Welfare chairman, and Mrs. Cheaney for Good Cheer, reported many families cared for during the last two months.

Mrs. Glen Jones, Ways and Means chairman's report on the mile of pennies, was \$20.85, also \$20.00 received from the Governing Board as a membership prize.

Election of officers followed, which resulted as follows:

President—Mrs. M. E. Hastings.
1st Vice President—Mrs. F. T. Buechler.
2nd Vice President—Miss Katherine Browning.
Treasurer—Mrs. Henry Martyn.
Recording Secretary—Mrs. E. A. Palmer.
Corresponding Secretary—Mrs. H. C. Ballard.

Historian—Mrs. Thos. McLean.
Our next regular meeting, held April 6th, was preceded by a pot luck supper which was well attended. Meeting followed. Reports of the year were read by the different chairmen and approved.

Mrs. M. E. Hastings, newly elected president, announced the following committee chairmen for the new year:

Welfare—Mrs. C. B. Cheaney.
Good Cheer—Mrs. O. A. Keyes.
Ways and Means—Mrs. L. D. Rouse.
Membership—Mrs. F. Sant A. Mour.
Social—Mrs. H. E. Jansen.
Auditing—Mrs. Geo. Gunn.
Constitution and By-Laws—Mrs. A. Maloney.
House—Mrs. L. Stickler.
Purchasing—Mrs. F. Carlson.
Program—Mrs. Glen Jones.
Safety First—Mrs. H. Huth.

Mrs. Hastings presented Mrs. Thos. McLean, retiring president, with a gift from the club.

During the months of March and April, a membership drive was put on by the members of the board in the form of a contest, with Mrs. F. T. Buechler, captain for one side and Mrs. C. B. Cheaney for the other. The losers agreeing to furnish a good dinner. Mrs. Buechler's team won in the race and they were royally entertained by the defeated team. We now have a membership of 357.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

AT THE May meeting of the Wausau Chapter, Mrs. W. H. McCarty reported that eight new blankets, two quilts, eight pairs pillow cases, shoes and stockings and a bed and bedding had been furnished needy people during the month. A party was assisted in moving and the free bed at the hospital was made available for an appendicitis case. In all, four families, including twenty-two individuals, were helped. The announcement that the Wausau chapter had received a twenty-dollar prize for increase in membership was greeted with much satisfaction. That brought the Ways and Means earnings of the chapter during the year just closed to over four hundred dollars. The Sunshine committee reported that thirty cards had been sent, and calls made. The treasurer reported that the Ways and Means committee had earned \$41.35 during the month, and there was a donation of seven dollars. Total receipts were \$110.35 and total expenditures, \$74.04, leaving a balance of \$36.31.

Plans for a luncheon and card party to be given by the chapter at St. Mary's school May 17 were discussed. Mrs. Frank Schelfaut, who is taking entire charge of arrangements, is having excellent cooperation. It was decided to hold an indoor picnic at the club house on June 13, each member to bring a contribution for the lunch. Plans were made to secure a book case, to house the library, which has now grown quite pretentious. There are eighty-eight books and a large number of magazines, all of which the members enjoy borrowing. It was announced that the club house will be painted.

After the business session, cards were played. Mrs. Frank Schelfaut and Mrs. C. H. Randby of Merrill won favors at bridge, and Mrs. Ray Schultz and Mrs. Minnie Staeg, at five hundred. Mrs. Charles Strassman and Mrs. E. P. Little of Irma, Mrs. C. H. Randby of Tomahawk and Mrs. Randby of Merrill, were out-of-town members present.

Perry Chapter

Mrs. J. J. Kindig, Historian

PERRY CHAPTER opened its May meeting with a May Day breakfast, under the supervision of our new president, Mrs. Thompson, and assisted by Mesdames Fields and Birmingham and their committees. The tables were attractively set and May flowers were used in abundance. Following the breakfast we had our usual business meeting and then enjoyed a short program. A song, "Mother's Day," was sung by Mrs. Clayton West, a play was then presented by Mesdames Harill and Relihan and Misses Margaret Thompson and Margretta Hinzelman. Then a comedy duet was sung by Mesdames Hartman and Andis.

Our penny march followed and netted a nice amount for our flower fund.

Our president, Mrs. Thompson, presided over a party to her board members and chairmen and their committees last week at the club house. Bridge was played at five tables and refreshments served. We have been very active in our welfare work and have provided food and clothing for a number of different families. We spent \$437.00 during the winter and our Sunshine committee called on all the sick. We have several different ideas to make money before the meetings close for the summer.

Madison S. D. Chapter

Mrs. R. E. Wood, Historian

MADISON, S. D. Chapter met for its regular business meeting February 14th with a large attendance. The following officers were elected for the ensuing year taking office at the first meeting in April:

Mrs. Dan Lawler—President.
Mrs. P. H. Pfeiffer—1st Vice President.
Mrs. Felix Vidal—2nd Vice President.
Mrs. Claud McAdams—Recording Secretary.
Mrs. Joe Lawler—Treasurer.
Mrs. Harry Kelly—Corresponding Secretary.
Mrs. R. E. Wood, Historian.

Plans were made for a benefit card party and dance to be given Thursday, February 23rd. The proceeds of this party were to be used in welfare work. A social hour followed.

On March 14th the club held its regular business meeting, later enjoying a session of bridge. The social meeting in March opened with a pot luck supper being served to members and their husbands.

A program of entertainment followed, the group enjoying a session of informal visiting and card playing. A late lunch was served by Harry Kelly and Hans Westby.

April 11th the club met for regular business. Yearly reports were read by the chairmen of various committees.

Mrs. Adkins, our outgoing President, very graciously thanked all members for their cooperation during the past year.

Mrs. Berg presented Mrs. Adkins with a little gift from her officers and committee chairmen as a slight token of appreciation for the work she has done in making our club a success.

The meeting was then turned over to the new President, Mrs. Lawler, for the regular order of business.

A social meeting was held in the club rooms April 24th. Bridge was played at four tables followed by the serving of lunch by the following committee: Mrs. John Carr, Mrs. Ashenbrucker, Mrs. Callese and Mrs. Ed. Coty.

Marquette Chapter

Mrs. Lou Coe, Historian

THE regular meeting was called to order at 2:30 by our president, Mrs. Fred Reitz. Reports were read and approved. The secretary reported \$20.30 on hand, with a bank balance of \$70.05.

Relief chairman reported \$10.09 spent for that purpose.

Good Cheer chairman reported five telephone calls and three families reached through good cheer activities.

Garden seed and seed potatoes were distributed among twenty-nine families which, with diligent care, should go far toward next winter's supplies.

Ways and Means chairman has arranged for a card party the latter part of May to be held at the club rooms.

After the meeting adjourned a lunch was served during the social hour.

Our annual membership drive is now on.

At the regular meeting on April 12th the following took their offices for the year 1933:

President—Mrs. Fred Reitz.
First Vice President—Mrs. Will Fields.

Second Vice President—Mrs. Truman Prouty.
Secretary—Mrs. Emmet O'Rourke.
Treasurer—Mrs. Mike Grady.
Corresponding Secretary—Mrs. Henry Meyer.
Historian—Mrs. Lou Coe.

Lewistown Chapter

Mrs. R. B. Gilham, Historian

APRIL starts the new year with the same personnel of officers in charge, they having been unanimously reelected at the previous meeting:

Mrs. Spring, president.
Mabel Tobin, secretary.
Mrs. Bratz, treasurer.

Our monthly meetings are preceded with a luncheon, and sewing or bridge after the meeting.

Two very successful card parties were held in March and \$27.00 was added to the treasury therefrom.

There has been much welfare work done and many calls of good cheer made.

The club exceedingly regrets the losing of two of our members, Mrs. John Williams, who is moving to California, and Mrs. Ernest Johnson, who will reside in Salt Lake City, Utah.

Our sincere wishes are extended to them in their new homes.

Aberdeen Chapter

Mrs. Charles Boland, Historian

THE March meeting of Aberdeen Chapter, being the last one of our club year, had the largest attendance of the season, about one hundred members being present. Old and new members were all interested in making a pleasant evening and a successful meeting.

The program arranged by Mrs. W. H. Berg, was given first as some of those taking part were quite little folk. First was a dance by Alice McClure, Maxine Nelson and Jean Pierce. Next a dance by Yvonne Larson and Betty Burke, accompanied at the piano by Mrs. Frie. Then a piano duet by Ellen and Elizabeth Ryan, daughters of Engineer and Mrs. R. E. Ryan. Robert O'Riley then pleased the company with a reading; and concluding this enjoyable program, was a dance by Geraldine Sanders. Mrs. Berg works tirelessly on the programs each month and certainly presents a fine variety of entertainment.

Mrs. Gillick, relief chairman reported \$368.05 spent for food and clothing during the month; 75 personal and 100 phone calls made during the month, also caring for 79 families consisting of 370 persons. She is in receipt of many letters of appreciation from the people who have been helped.

Mrs. Gillick read a letter from the Governing Board authorizing the club to allow those who are now on the unemployed lists to continue as members of the Chapter without paying the customary dues.

Mrs. Aney, corresponding secretary, reported ten cards sent during the month.

Mrs. R. E. Sizer, sunshine chairman, reported 50 personal and 70 phone calls and 18 cards of sympathy and good cheer sent.

With pardonable pride attention is called to our ever-increasing membership, which now numbers 394 voting and 428 contributing, the largest Aberdeen Chapter has ever had.

Mrs. E. H. Soike, treasurer, reported a very good balance on March 1st; also reported nine dollars received for club room rental and \$24.25 cleared on the last party.

Plans were made for an afternoon Bridge party, on March 28th, at one dollar per table. Mrs. Smutzler and Mrs. Soike were in charge.

Mrs. Vic Hanson, former president of the Perry Chapter, gave an interesting account of the ways in which the club work was conducted in Perry.

Just before our final songs, Mrs. Sizer, on behalf of the Chapter, presented the picture, "The Chess Players" to Mrs. Gillick as a slight token of our esteem and appreciation of her wonderful work in the Chapter and among the needy.

The afternoon Bridge, given March 28th, was delightful in every way and added a substantial amount to our treasury. The committee in charge were Mrs. Smutzler, Mrs. Soike and a large group of assistants.

Madison Chapter

Mabel Davy, Historian

MADISON Chapter held its regular meeting in the club rooms Wednesday, March 8th.

The meeting was presided over by the president, Mrs. Scherneck, and the reports of the various committees were read and accepted.

Mrs. Dempsey, chairman of the card party held February 23rd, reported a profit of \$30.

The Sewing Circle which meets every Wednesday is well attended and the members seem much interested in it. A noon luncheon is served.

This Chapter entertained members and friends at a Pot Luck Supper Thursday, March 23rd, followed by a social evening. Mrs. Shipley was in charge of the supper, and Mrs. Speckner in charge of the evening's entertainment.

During the month of March there were numerous calls for help; \$50 was spent for relief work. A layette was given to one family and quilts were given to others who were in need of them.

APRIL

A surprise party was given in celebration of the birthday of our president, Mrs. Scherneck. The supper was followed by cards. Mrs. Blethen was in charge.

The regular monthly meeting was held in the club rooms Wednesday, April 12th. Our meeting was brief, due to the fact that the club rooms are being redecorated.

A card party was planned for Thursday, April 20th.

Members were asked to have their donations ready for the Service Shop, April 28th.

There being no further business the meeting was adjourned.

We are happy to report that Mr. Henry Carter, who has been seriously ill at the Methodist Hospital is now convalescing at his home.

Avery Chapter

Mrs. E. H. Shook, Historian

EVERY CHAPTER met Wednesday, April 26, in the clubrooms, with 19 members and one visitor present. The club motto was said in unison followed by roll call, which was responded by favorite electrical appliances in the home.

Reports were read and accepted. The different committees made their yearly reports and we are very well pleased with the activities of the club the past year.

Several of our members were absent on account of sickness, including our secretary, Mrs. M. Keohler, who is in a hospital in Spokane at present.

At the close of the meeting our president, Mrs. Saunders, gave us a report on her visit



Nicholas Garloff, Jr., 5 Months Old,
Butte, Mont.

to the Seattle chapter and all the good things they are doing there.

Cards were played and refreshments served by a committee of five. High score went to Mrs. McIntee and low score to Mrs. Eastwood.

Sioux City Chapter

Lucy E. Carney, Historian

SIoux CITY CHAPTER met April 24th and gave the new president, Mrs. George Wean, and her elected and appointed officers a hearty welcome. The new officers are:

President—Mrs. George Wean.

1st Vice President—Mrs. F. S. Miller.

2nd Vice President—Mrs. Embick.

Secretary—Mrs. Roy Doud.

Treasurer—Mrs. M. Landon.

Corresponding Secretary—Mrs. E. A. Murphy.

Historian—Mrs. L. E. Carney.

We thank our past president, Mrs. E. A. Murphy, for piloting us through a happy year. Her thoughtful kindness and ever ready smile will long be remembered in many a saddened home.

Our Ways and Means Committee, Mrs. M. Burrells, announced that she had planned a dance for Saturday, April 29th. We have been enjoying a series of bridge parties. Hostesses have been Mesdames H. Snow, R. Doud, L. E. Carney, F. Embick, T. La Plant, B. Rose.

The reaper has been busy. Sioux City Chapter extends love and sympathy to the families of A. E. Cropley, P. Bryan Burr and Leland Southland. Your sorrow is our sorrow. We miss them too.

Mobridge Chapter

Mrs. George B. Gallagher, Historian

A BENEFIT card party was given by the Mobridge Chapter in the club rooms on the evening of April 21st with twenty-three tables arranged for cards. A very pleasant social evening was spent, and score awards in bridge were taken by Mrs. Harry Conger, Norman Olson, Mrs. Clarence Olson and Sydney Hagen, and in whist by Mrs. Ralph Fraher, Mons Yri, Mrs. Cleavinger and Ed Welsh. At the close of the play refreshments were served by Mesdames J. O. Beaver, A. F. Manley, E. E. Tennyhill, H. A. Halvorson, Byington, A. N. Ries, Jas. Collins, Percy Sherman and Reinhardt.

The April meeting was held in the club rooms on the 24th with our president, Mrs. S. L. Dickey, presiding. Favorable reports were given by various officers and chairmen present, and a list of committee chairmen for the ensuing year were given by Mrs. Dickey. The following were named: Mrs. Bess Bunker, Constitution and By-Laws; Mrs. Harry Worix, Membership; Mrs. A. W. Arvidson, Housing; Mrs. C. A. Rabun, Publicity; Mrs. Paul Nylen, Auditing; Mrs. Elbert Taylor, Lunch; Mrs. W. F. Rose, Program; Mrs. O. Haanes, Safety; Mrs. H. L. Stock, Mutual Benefit; Mrs. A. F. Manley, Ways and Means.

Following the business meeting Mrs. Rose presented a delightful program as follows:

Reading, Miss Frances Williams; tap dance and song by Phyllis Schueller; reading, Miss Betty Conger; duet and tap dance by Kathleen Green and Billy Bootz.

This program was very well rendered, and greatly enjoyed by the audience. The dramatic readings by the Misses Williams and Conger showed outstanding work and exceptional talent by those young ladies.

The meeting closed by the company singing "The Dearest Spot," after which an attractive buffet lunch was served by Mesdames Ralph Fraher, Walter Byington and Harry Catey.

Savanna Chapter

Mrs. Raymond Schreiner, Historian

A MEETING of the Milwaukee Woman's Club was held Monday evening, April 10th, in the Lydia T. Byram Community House. During the business meeting yearly reports were read by the committee chairmen as follows:

Mrs. Wm. Waymack, chairman of the Sunshine committee, reported 256 calls made, 70 letters of sympathy sent, and \$13.50 paid out for flowers for funerals, besides donations of food and other things done without cost to the chapter.

Miss Jennie Chipman, chairman of the Relief committee, reported \$782.33 expenditures for the year, 72 baskets at Christmas time, 30 cheer boxes, 100 boxes of apples were sent. There were 102 families cared for at Christmas and various times throughout the year.

Mrs. Wm. Sheetz, chairman of the Ways and Means committee, reported \$986.94 clear from various activities of the Ways and Means committee.

Mrs. Fred Smith, Sr., chairman of the Membership committee, reported a membership of 122 voting members and 115 contributing members with a total of \$181.30 taken in for membership dues.

After the business meeting a very interesting talk was given by Miss Severance of Milwaukee, Wis., representing the Pittsburgh Paint and Glass Co. Miss Severance very clearly described the arts of interior decorating and presented each one present with a souvenir color card.

Delicious refreshments were served by the committee chairmen and their helpers, namely, Mrs. Wm. Waymack, Miss Jennie Chipman, Mrs. Wm. Sheetz, Mrs. Fred Smith, Sr., Mrs. Fred Hungerford, Mrs. Bert Follctt, Mrs. Ed Flint, Mrs. George Phillips, Mrs. Boyd Latham, Mrs. Gus Wienecke, Mrs. P. H. Franzen and Mrs. George Soltow.

May Meeting

A meeting of the Savanna Chapter was held Monday evening, May 8th, in the Lydia T. Byram Community House. Plans were made during the meeting for a boat excursion to be given on Tuesday, June 6th, by the Milwaukee Women's Club, and the Royal Neighbors. A day trip to Clinton and a moonlight excursion will be held.

Following the business meeting bridge was played with high honors awarded to Mrs. George Frazier. Delicious refreshments were served by a committee composed of Mrs. Oscar Kline, Mrs. James Roe, Mrs. Charles Plattenberger, and Mrs. Clarence Layman.

Milwaukee Chapter

Mrs. C. C. Steed, Historian

THE regular monthly meeting of the Milwaukee Chapter was held in club rooms, Union Depot, April 17th, 1933.

The meeting was opened by the President, Mrs. Dineen. After reading of minutes of previous meeting and reading correspondence, the various chairmen gave their reports—Mrs. Carey, sunshine chairman, reported 4 personal calls and five telephone calls for the month. She also reported \$30.00 spent for floral pieces during the past year. Her sunshine collection for the evening amounted to \$1.86. The ways and means chairman, Mrs. Rochford, reported \$19.50 made on the last monthly luncheon which was held at the club room. Welfare chairman, Mrs. Zimmerman, reported \$23.83 spent for welfare and 11 personal calls and 7 telephone calls made; giving 14 persons assistance. Mrs. McConahay reported she had taken up with proper parties the question of securing for the club room a range, rug and a few chairs, all of which are badly needed. Plans were also discussed for the annual dance and card party to be held Friday, May 5th, in Wells Colonial Hall, with Mrs. Telfer, general chairman and Mrs. Rochford chairman of cards.

Mrs. Deards brought before the club the idea of joining the Milwaukee County Federation of Women's Clubs and planting a tree in honor of each of the three past presidents of the club, Mrs. Juncau, Mrs. Wightman and Mrs. Carey. The club was unanimous in its decision for joining and on Monday, April 24th, in Whitnall Park at Hales Corners the three trees were

planted with a large group of ladies present.

Mrs. Deards, program chairman, presented Miss Mable Retzlaff in two accordion solos. Two good readings by Miss Ellen Neumstecklein and violin solos by Miss Bertha Schaller, all of which were greatly enjoyed by those present.

On April 11th a number of ladies from our chapter attended Fullerton Ave. Chapter, Chicago, where Mrs. Dineen, our President, and Mrs. Carey installed the new officers there for the following year at which time we all spent a very enjoyable evening and hope we will get to make them another call. After the meeting adjourned, cake and coffee were served by the Social Committee.

Report of Sewing Done by Members of Union Station and Fullerton Avenue Chapters

SINCE March 7th, 1932, have completed 630 garments. Nine layettes of 44 picces each were finished in 8 meetings. Sixty-five warm garments were ready to sew October 18th. These were finished January 12th, 1933. By February 27th had completed 37 more.

Boys' pajamas, ages 6-12.

Girls' pajamas, ages 8-12.

Girls' dresses, ages 2-6.

Girls' bloomers, ages 2-6.

Baby kimonos.

These were distributed by Welfare Workers of Union Station and Fullerton Avenue Chapters.

During November and early December a special layette of 28 pieces was ordered. This layette was made by ten members of the two chapters (sewing done at home).

On March 9th, 1933, commenced summer dresses. April 24th, 1933, finished:

25 dresses, ages 2-14.

15 dresses, ages 6-12.

14 girls' shorts, 6-12.

17 girls' bloomers, 2-6.

3 girls' night gowns, 10-12.

On account of the amount of sewing done, it has been necessary for the cutters to meet and get work ready for the sewers a day in advance.

Average attendance, 25 to 30. Each member brings sandwiches, etc., the Club furnishes coffee, etc.

All enjoyed the meetings and are planning on a good time at Mrs. O. D. Aepli's in Edgebrook the first part of June, and another jolly time the latter part of June at Mrs. Kendall's in Libertyville.

Respectfully submitted,

ANNIE L. BAKER,

Supervisor of Sewing.

Bensenville Chapter

Mrs. William Wolf, Historian

BENSENVILLE Chapter met April 5th, our new President, Mrs. Bagnell, presiding.

Excellent reports were received from all committees. After the meeting cards were enjoyed and delicious refreshments served by Mrs. Bartholomeg, Mrs. Bodenberger and Mrs. Brakke.

Sympathy is extended to the A. L. Pittsleg family.

A luncheon and board meeting were held April 21st.

On May 3rd at 8 p. m. the club held open house, Vice-President Mrs. Oakes presiding, due to absence of our President, Mrs. Bagnell, who is enjoying a trip to California.

The meeting was well attended, after which all enjoyed stereopticon slides of the Century of Progress and a lecture given by Mrs. Clark. This was a very joyful occasion and it is hoped that another open house meeting will soon follow.

A Real Comeback

Traveler: "What's the use of having a time table if your rotten train don't run to it?"

Porter: "Now, you're all excited, boss. How could you tell they was runnin' late if you didn't have a time table?"

SPECIAL COMMENDATION

SPECIAL COMMENDATION—

Name and Division	Citation and Date	Cited by
O. J. Atkins, Sr., Agent, Atkins, Ia.	Discovered dragging brake beam on passing train, Feb. 11th.	A. J. Elder, Superintendent.
Claude Bradbrook Switchman, K. C. Division	Discovered fire coming from car stored on track at Kansas City. Stopped train and found small metal container with coal fire. Removed same.	W. C. Givens, Superintendent.
E. H. Suydam, Fireman, K. C. Division	Same as above.	W. C. Givens, Superintendent.
C. L. Taylor, K. C. Division	While inspecting train No. 64 March 15th, at Sturgis, discovered broken arch bar and had car set out.	W. C. Givens, Superintendent.
Bert McGraw, K. C. Division	Discovered broken arch bar on car on moving train, April 4th.	W. C. Givens, Superintendent.
Emil Larsen, D.&I. Conductor	Discovered broken arch bar on car on moving train, April 1st.	L. F. Donald, Superintendent.
S. M. Fiddler, Operator, Oconomowoc, Wisc.	Discovered broken arch bar in passing train and stopped the train to have same removed.	H. F. Gibson, Superintendent.
M. F. Bonner, K. C. Division	Discovered broken arch bar in moving train, April 27th.	W. C. Givens, Superintendent.
J. E. Alspach, K. C. Division	Discovered broken arch bar in moving train, April 7th.	W. C. Givens, Superintendent.
W. E. Mitchell, K. C. Division	Discovered broken arch bar in moving train, April 13th.	W. C. Givens, Superintendent.
J. McGuire, Conductor, Coast Division	Reported low hanging trolley near Jericho, Wash.	F. E. Devlin, Superintendent.
Fritz Waldeman, Engineer, T. M. Division	Discovered broken rail near Montline, April 17th.	P. H. Nee, Superintendent.
F. H. Johnson, Operator, Tacoma Junction	Discovered and reported fire on bridge near Tacoma Junction April 12th.	F. E. Devlin, Superintendent.
F. G. Rohde, Operator, Camp Douglas, Wis.	Discovered dragging brake beam in passing train, April 24th.	H. F. Gibson, Superintendent.
I. E. Allgaier, Operator, Rhame, N. D.	Observed and reported flat wheels under car in passing train.	P. H. Nee, Superintendent.

Our Business Getters

Section Foreman Glen Rice, Algonac, Wisconsin, secured the routing of several cars of pulp wood and saw logs via our line in the Valley territory. It was mighty fine work on the part of Mr. Rice and we hope he continues.

Miss Lorene Hall, ticket clerk, Savanna, was instrumental in securing shipment of car of horses from Council Bluffs to Savanna.

Ray McGrath, yard clerk, Milwaukee, secured routing of car of machinery via the long haul enroute to Mobile, Ala.

J. V. Miller, assistant general storekeeper, Milwaukee, was instrumental in securing seven carloads of machinery via the long haul enroute from eastern points to Milwaukee.

C. D. MacLennan, chief claim clerk, Seattle, Wash., was instrumental in securing a number of passengers for our line, who arrived in Seattle on the President Jefferson from the Orient.

Mrs. Rose Shipley, Tacoma, furnished traffic tip regarding three passengers Tacoma to Rochester, Minn., via our line to St. Paul. Party left on No. 16 April 6th.

Conductor Kibble, Bellingham, Wash., advises that his son was instrumental in securing a passenger from Tacoma to New York.

Floyd Clapper, roundhouse, Bellingham, Wash., furnished traffic tip regarding prospective passengers from Seattle to eastern points, via our line.

Arthur Gleb, warehouseman, Tacoma, furnished tip regarding prospective passenger from Buffalo, N. Y., to Seattle.

F. F. Clover, freight office, Tacoma, furnished tip on prospective passengers from Tacoma to Miles City, Montana.

W. M. Woodward, Seattle freight station was instrumental in securing a passenger from Seattle to Bangor, Michigan, via our line to Chicago. Party left on train No. 16, April 8th.

Pat Krenik, engineer, Coast Division, advises that Mrs. Krenik was instrumental in securing a passenger from Tacoma to Chicago and return.

W. H. Hunter furnished traffic tip on two prospective passengers from Spokane to eastern points.

J. H. Kemmett, towerman, Cragin Jct., Ill., secured two passengers from Chicago to Seattle. Party had previously planned on making this trip by bus.

J. Pontius, Rockford, Ill., was instrumental in securing shipments of carload newsprint paper from Wisconsin Rapids to Rockford.

L. O. Sargent, Tacoma, furnished tip securing two passengers, Tacoma to Chicago.

Wm. Brown, section foreman, Tekoa, Wash., furnished tip concerning a prospective passenger to Milwaukee, Wis.

T. J. Hamilton, assistant superintendent, Tacoma, furnished tip concerning a prospective visitor to Century of Progress Exposition.

P. L. Hays, chief dispatcher, Spokane, furnished tip concerning a party of ladies expecting to visit Century of Progress Exposition this summer.

G. D. McLennon, clerk, Seattle Freight office, secured two passengers Seattle to Chicago. James Crochard, switchman, Bellingham, Wash., furnished tip on a prospective passenger from Bellingham to Chicago.

A. L. Pentecost, shop superintendent, Tacoma, was instrumental in selling round trip ticket Tacoma to St. Louis and return, using our line to Chicago.

T. J. Hamilton, assistant superintendent, Tacoma, secured sale of round trip ticket Tacoma to Chicago and return.

Our Student Boosters

Students at University of Wisconsin and Other Colleges, Good Business Getters

A NUMBER of students at Wisconsin University who are sons and daughters of Milwaukee Road employes entered the Business Getting Campaign at the Holiday vacation last winter and succeeded in influencing many of their fellow students to use the Milwaukee Road going to and from home at vacation time. We especially commend:

Harvey LaChapelle and Harris LaChapelle, sons of Superior Division Engineer LaChapelle, Green Bay, Wisconsin. Gave splendid cooperation.

Andrew Ruzek, son of section foreman, Crystal Falls, Mich., announced at meal time to 200 students that Milwaukee Road representatives would call with tickets for home; and gave good assistance.

Ethel Hoyt, daughter of operator, Iron Ridge, Wis., gave every cooperation, and advised that she had contacted 125 girls and at the time of writing, had received definite promise from fifty to take The Milwaukee Road. Miss Hoyt wrote that if she had had more time to conduct her campaign, she could have done more; and promised every cooperation at any time.

Helen Shields, daughter of section foreman, Gay Mills, Wis., secured four fares and gave fine cooperation.

John Alexander, son of engineer, Milwaukee, brought several station at Madison for tickets.

Vesta Simpson, Milwaukee, Wis., gave excellent cooperation in her own house and also called several other houses.

Henry Platt, son of John B. Platt, switch-tender in Milwaukee Terminals, attends St. Norbert's College at DePere, Wisconsin, and is a good booster for The Milwaukee Road. At the Holiday vacation he interested thirty fellow-students to patronize The Milwaukee. He has three more years at the college and will keep up the good work among the students.

MRS. MERRILL, Custodian at Viola, secured one ticket Viola to Chicago and two Kansas City to Chicago via our line.

The passenger department at Madison, Wisconsin, commend brakeman Geo. A. Lincicum, Janesville, account securing four tickets from Janesville to Oakland, California.

Locomotive Engineer F. E. Millard, at Cedar Rapids, was instrumental in securing a carload of flour from Omaha, plus several carloads of potatoes from Minnesota points for movement via our railroad; also several LCL shipments Chicago to Cedar Rapids.

Through the solicitation of Mr. Henry Kirchner, employed in the Roundhouse at Coburg, one of the prominent automobile industries at Detroit routed over the Milwaukee Road in the month of April ten carloads of automobiles to Kansas City. This is about the nicest round lot of business that we have heard from for some time, and Mr. Kirchner may be assured that all appreciate the good work on his part.

Superintendent Macdonald and Agent Fagg at Madison, Wisconsin, have some nice things to say about Conductor Irvin C. Garner. Recently Mr. Garner, through his contact with a manufacturing plant on a competing line at Madison, secured the routing of five carloads, all going to competitive destinations; and we are advised that more of the business of the firm referred to will come to the Milwaukee Road.

To Steward Landis

HERE'S two hearty votes for the most popular steward on the Olympian's dining-car service. Smiling courtesy and the perfect steward's instinct for pleasing the public palate made our meals in the diner happy occasions that will bear plenty of repetitions. Smiling "Judge" Landis laid the ghosts of many past stewards who "put you on ice" before you were served. His personality and courtesy bring as much distinction to the Milwaukee Road as pleasure to dining-car patrons.

Good food and a perfect host made the trip from the Coast to Chicago on the crack Olympian a real pleasure.

Mr. and Mrs. J. G. Jimopolis.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	A. E. Jerde.....	Care of Chief Dispatcher, Montevideo, Minn.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
John T. Raymond.....	Dispatcher, Marion, Iowa	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	N. A. Hiddleston.....	Care of Mechanical Dept., Minneapolis, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Wm. Lagan.....	Care of Superintendent, Sioux City, Iowa
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Dora M. Anderson.....	Care of Local Agent, Moberly, S. D.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	A. M. Maxeiner.....	Agent, Lewiston, Mont.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	R. R. Thiele.....	Spokane, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	Anne Evans.....	Care of Superintendent, Madison, Wis.
E. Stevens.....	Care of Superintendent, Savanna, Ill.		

Dubuque-Illinois Division Second District

E. L. S.

SYMPATHY is extended to Agent H. A. McKinney and wife due to the death of their infant daughter.

Mr. W. G. Norman died at Dubuque March 19th. Mr. Norman was at one time Chief Dispatcher for the Milwaukee at Dubuque which position he held for some time. He retired from service quite a number of years ago, but up to the time of his death was active and enjoyed many long walks around the city and visited his railroad friends many times. He was well liked by all who knew him. Sympathy is extended to his three sisters.

At this writing our Division is still going good in the Safety Campaign, having gone 333 days without a reportable or lost time injury.

Agent E. H. Hurley, LaCrescent, is attending the O. R. T. Convention at Montreal, Canada, for the past week. He is being relieved by F. Dohlin.

G. J. Greener, Brakeman on 404-471, Preston Line, is on six months' leave of absence, W. P. Vought relieving him.

We noticed from the First District's news last month that Lloyd Moore, formerly P. F. I. on our Division for many years, is now located at Savanna as P. F. I. We are glad that he is at least a neighbor of ours.

Switchman D. D. Kempter is on leave of absence and visiting with relatives and friends in Milwaukee and other points.

Chief Dispatcher Crawford is receiving quite a few calls from the various auto salesmen at Dubuque. In perhaps by the next writing he will have a new Dodge, DeSoto, Auburn, or maybe it will be a Cadillac.

Messrs. W. L. Ennis, L. F. Donald, and Trainmaster Whalen made an inspection of the entire Division with Inspection Car No. 1, latter part of April.

With business picking up a little, with the "New Deal" functioning full force, we see quite a few faces in the ranks of the train and engineers who have been on the unemployed list for some little time. May it continue to improve so that more of our employes will return to their respective jobs!

Twin City Terminals Mechanical and Store Departments

N. A. H.

WE all join in wishing Mr. "Del" Harris, passenger engineer on the River Division, who is at this time convalescing from a serious affliction in a hospital at LaCrosse, a quick and speedy recovery so that he can be back on the job. The latest news is very encouraging and hopeful.

Mention was made in previous magazine issue of Mr. Richard Humphrey, engineer for the Minneapolis-Eastern Railroad and former employe in the same capacity for the Milwaukee, being in poor health. At this writing, Mr. Humphrey has undergone an operation and is at St. Mary's Hospital.

James Douglas Busterud, 14-year-old son of Mr. Clarence Busterud, Machinist at South Minneapolis roundhouse, is graduating from the Annunciation School with many honors for which he will be presented the American Legion Medal for the following—Most Efficient Scholastic Honors, Gentlemanship, General Esteem, Boxing, Baseball, Basketball, Football, Swimming, Hockey, Honor, Leadership, Courage, Honesty and what-not.

This medal will be presented to him at the Commencement Day exercises which will take place during the first two weeks in June at which time a banquet will be given.

The class is also giving a play, entitled "Tea for Aunt Parilla" in which James takes an active part,—that of Larry.

Mr. Joe Dudley, hostler in the Minneapolis Yard has been heavily laden with grief—his sister being killed in Seattle by an automobile and only a matter of hours following this news he received a message from Indiana that his father was slowly passing away. Mr. Dudley has our deepest sympathy in his time of trouble.

Samuel A. Burnell, who recently completed 50 years service with the Milwaukee road in the capacity of engineer, died April 21st in St. Barnabas Hospital after an illness of a number of weeks. Mr. Burnell was one of the oldest engineers of the Milwaukee Road.

Seattle General Offices

Claire E. Shappee

ONE of life's most embarrassing moments was when M. O. Barnhart hit his thumb (while building his new chicken coop) and threw the hammer through the new window he had just put in—it's a good thing he wasn't raising parrots.

The coming National Convention of Veterans of Foreign Wars to be held in Milwaukee finds our Assistant General Agent, Roy Jackson, who is a state department officer, up to his neck lining up the boys in Washington, Oregon, Idaho and Montana for special cars on the OLYMPIAN. All report a great shortage of the well known funds.

John Agner says between keeping up with his building operations, the girl friend, his gardening and the motor boat he just hasn't time to turn around. We should think not.

Dick Lanphear, our beer train expert, journeyed over to the land of Apple Blossoms this week. Wot a life—wot a life.

Kansas City Division

C. M. G.

MR. AND MRS. FRANK KEMP and three children of Long Beach, Calif., were visitors in the home of Engineer Kemp for three weeks during the month of April. The recent earthquake in Long Beach greatly damaged their home and its contents. Mrs. Kemp and children will spend several months with relatives in Kearney, Nebr., Mr. Kemp returning to Long Beach, where he will be joined later by Mrs. Kemp and children and they will relocate in California. Other guests in the Kemp home were Mr. and Mrs. L. H. Akers, enroute from a six weeks' sojourn in San Antonio, Texas, to their home in Libertyville, Ill.

Mr. and Mrs. Moss Daugherty and daughter have returned from Lexington, Ky., to Ottumwa and are visiting in the home of Conductor Mike Reynolds. Mrs. Reynolds has been confined to her home on account of illness. We wish her a speedy recovery.

Roadmaster F. M. Barnoske is again boasting of a new granddaughter, Margaret Alice, who arrived on April 17th in the home of Mr. and Mrs. W. C. Smith, St. Louis, Mo. Mrs. Smith is the daughter of Mr. Barnoske.

Mrs. A. L. Love recently spent several days visiting in Cedar Rapids in the Grady home. Orvetta Mills, daughter of Cashier Mills, Ottumwa freight house, was in Iowa City several days recently as the guest of Maxine Menefee, student at the State University.

Dispatcher John A. Sanford is the owner of a new Terraplane.

Geo. W. Anderson of Milwaukee is the new district adjuster on the K. C. Division, vice L. P. Gibson. Mr. Anderson will have his headquarters in Ottumwa in the office of the superintendent for the present time.

Through the efforts and persuasion of Engineer Clyde Dornsife two tickets were sold from Ottumwa to Grand Rapids, Michigan and return.

On April 12th Mr. and Mrs. H. Cogswell were called to Michigan City, Ind., on account of the death of the sister of Mrs. Cogswell, Mrs. E. M. Allman. Burial in Michigan City. She is survived by her husband, one son and one daughter. We wish to express our sympathy to Mrs. Cogswell in the loss of her sister.

Mrs. J. L. Quinlan spent several days visiting with her son in St. Marys, Kansas, during his spring vacation.

Mrs. Fish, Montevideo, Minn., mother of Mrs. John Gavin, will visit indefinitely in Ottumwa as a guest in the home of her daughter. Mrs. J. V. Tuomey, of Polo, Mo., recently spent several days in Ottumwa with friends.

Perishable Freight Inspector Chauncey Mahaffey of Madison, Wis., was in Ottumwa dur-

ing the latter part of April and early part of May on account of the serious illness of his mother, Mrs. Reed. We understand her condition is much improved and we hope she will soon recover.

Water Service Helper J. Morlock, has been confined to his home for six weeks on account of serious illness. We learn that he is improving and hope he will soon be able to be up and around.

Conductor J. N. Brown returned to the service on May 9th after three weeks' absence on account of serious illness. Mr. Brown is now running on No. 3 and No. 8 between Kansas City and Davenport.

West I. & D. Division Edna Bintliff

ALL things come to those who wait, even rain to South Dakota. With the present prospects of a crop and prices for it, who could be down-hearted on this West I&D Division?

Superintendent Ingraham was in Mitchell recently, enroute to Rapid City. Division Engineer H. W. Wuerth and Mr. W. J. Johnston accompanied the superintendent on this trip.

Mr. O. E. Bradford, stock inspector from Austin, Minnesota, was in Mitchell during the early part of May.

The fishing season has opened officially in Mitchell, but due to cold, rainy weather we have no stories to report along this line. Even Fay Higgins has preferred to stay home with his feet over the register to going out in his "Speedwell."

Paul Hasslinger, yard clerk, Mitchell, has been appointed as delegate to the State Convention of Young Democrats. He was also active in city politics during the recent election. A second Huey, we would say.

Things are picking up on the West I&D, L. B. Long of Chancellor and L. J. Dysberg, of Oacoma, have both come out with new V 8s.

The Mitchell Live Stock Auction Co., Incorporated, a local organization, is planning to build a new stock pavilion at Mitchell, to be used as a stock sales yard. Mr. Wm. Wilson is president of this organization and Mr. J. M. Patton is vice president.

Mr. John Bohan was a recent Chicago visitor.

We understand that "Doc" Lawrence has a new role thrust upon him. He is one of the guarantors for a dancing club to which his daughter Beverly belongs. We asked him whether he had acted in the capacity of chaperon at the dance, and he said no, that he was just one of the financial backers of the project.

Mr. M. A. Bost has also shown a facility for work other than in the engineering department. We find that he is an unusual horticulturist, with the ability to make one flower bloom where none had grown before. Our poor little bulb which had grown nothing but roots for months, suddenly blossomed forth with a beautiful white flower under the solicitous care of Mr. Bost, all within the short period of ten minutes, too. The flower was so fine that we threw the bulb away and kept the flower alone.

T. T. Dunsmore has traded "The Silver Bullet" for a Pontiac. One by one the old land marks depart.

Seven men have gone to work at Mitchell on the rip track, cooping cars.

The Milwaukee Women's Club had a benefit dance April 10th at the Dreamland Dance Hall, Mitchell. Around one hundred and fifty couples attended.

Fullerton Avenue Building A. M. D.

BY the time this appears in print, A Century of Progress, our great Chicago exposition, will be officially open and visitors from all parts of the country will be streaming Chicagoward in order to see it. Low rates have been established for these visitors whereby a round trip ticket to Chicago may be purchased for little

SERVICE

NOT ONLY INCLUDES
ON TIME-SCHEDULE
HANDLING
OF ALL
BUSINESS OFFERED US
BY OUR PATRONS,
BUT
IN ADDITION
SUCH CAREFUL
HANDLING
AS WILL INSURE
SHIPMENTS
ARRIVING AT
DESTINATION
WITHOUT
LOSS OR DAMAGE

A DAMAGED
OR DELAYED
SHIPMENT NEVER
SATISFIED A
PATRON

more than the one-way fare and sleeping car fares at one and one-half. Not only that—at the same time the train ticket is purchased, an inclusive excursion ticket may be bought entitling the holder, at a ridiculously low rate, to hotel and meals in Chicago for one or several days, together with sight-seeing trips to the exposition, tours around the city, and transportation from railroad station to hotel and back. Passenger fares vary according to class and time limit. First class entitles the holder to sleeping car accommodation and second class to coaches only. Time limit governs the rate of fare; i. e., sixteen day limit amounts to one and one-tenth the one-way fare, thirty day—one and one-third, etc. Party fares range below the one-way fare per round trip for each individual.

Now—what efforts are you Fullerton Avenue employes making to obtain some of this business for the Milwaukee? Surely, each one of you must have relatives or friends who plan to attend the Fair. Why not write them about the Milwaukee service or advise our Passenger Department of their intentions. And another thing—driving an auto in this city of ours by a person unaccustomed to big city driving is dangerous. It would be far better to journey here by train and take a bus or taxi to the exposition, thereby avoiding a nerve-racking experience. At least, it would be better for the railroad.

The gang from the Freight Auditor's office are off on a fishing trip to Northome, Minn. Here's the gang: Wayrowski, Ludwig, Ganzer, R. Ewalt, Bartels, Hoffman, H. Mueller, Becker, Christ and Hussey. Bill Ganzer claims he is going along to chaperon the party. We believe it would be more appropriate if they used him as an anchor. Loud remarks have been heard throughout the building as to the large number of fish that will be caught and from the amount of noise made, we believe that it will require at least a box car to bring them (the fish) back to Chicago. However, by the time this appears in print, the results will be known and there should be a good story for our next magazine.

Peter Meyer will wed Miss Bernadette Horstman on Saturday, June 24th. There will be six attendants of which the best man will be Ed Kelo, formerly of the Ticket Auditor's office. The honeymoon will be spent at Mesa Verde National Park, in Colorado. Miss Horstman is Grand Vice President of the National Sorority Tau Gamma Sigma. What does that make Pete?

Mr. and Mrs. Ray Hackell and daughter Joan will spend vacation in Colorado during the first two weeks in July. There seems to be an influx of visitors to Colorado, as Mr. and Mrs. Thomas Gavin and young son James Gavin are also going to spend their vacation there, during the month of June.

Harriett Haas, formerly of the Central Typing Bureau and now the wife of Bill Slodowy of the Auditor of Overcharge Claims office, visited the building to see her one time fellow employes.

Elmear Martell of the Assistant Comptroller's office, is a sick lady and at this time is located in the Grant Hospital. We sincerely hope that by the time this appears in print she will be back with us again.

They are off again. Each year as soon as the first sign of spring appears, be it during good times or poor, the girls of this building begin their annual pilgrimage to all points of the country. And not only that—they allow no borders to stop them. Mexico and Canada are familiar to a number of them.

For instance, Claire Kennedy of the Central Computing Bureau, and Ardell Westerberg of the Central Typing Bureau, journeyed 2,600 miles to Mexico City. They not only saw all the points of interest of that beautiful city but also made side trips to other points, such as Vera Cruz, etc. We understand that Ardell was very much interested in the Muchachas of the country.

Ester Bergsten and Suzanne Manasian of the Computing Bureau spent their vacation in Florida; Ester in Miami and Suzanne in St. Augustine.

A golf tournament will be staged on June 18th by some of the boys in the Engineering Dept. at Milwaukee on a course to be decided on later, but in or about the city of Milwaukee. There will be more details later. Those interested in joining us may do so by getting in touch with A. Montgomery, Auditor of Expenditures' office, or your correspondent.

The New Hub of the I. & D.

Wm. Lagan

THE old S. C. & D. Division wish to extend congratulations to Geo. Kohls, Agent at Lesterville, S. D., who was married Wednesday, April 26th, to Miss Irene Gourley of Hudson, S. D. Mr. and Mrs. Kohls left for Chicago and points east including New York City. They intend to attend the O. R. T. convention at Montreal, Canada, before returning.

P. W. Collard, Switchman, Sioux Falls, S. D., has returned from a two months' visit in California.

Relief Agent K. V. Gray is in charge of Lesterville, S. D., during the absence of Geo. Kohls.

Mr. and Mrs. H. J. Brown of Hawarden, Ia., have returned from a trip to the west coast. While gone Herman Olsen was in charge of the station.

Bob Thompson, operator at Vermilion, S. D., was a visitor in Yankton, S. D., between trains Thursday, May 11th.

Conductor Ed Anderson of Platte, S. D., recently purchased a new Pontiac 8 sedan and had the misfortune to have someone sideswipe him with an old Ford. We understand Ed was real put out about it, as it was the other fellow's fault.

Business on the Platte Line is picking up with quite a little grain and stock moving and the soil is in nice shape for spring work on the farms.

Geo. Robinson is holding down the brakeman's job on Trains 395 and 396 at present.

Conductor Charles Alexander is again working out of Sioux Falls on the Wessington Springs run.

Monte Kemp, Special Agent at Sioux City, Ia., was a recent visitor at Sioux Falls, S. D. While here he became acquainted with C. S. Kemp, Special Officer assigned to Sixth Street Crossing at Sioux Falls, S. D. After comparing notes they found that they are cousins, as their folks came from the same town in Wisconsin years ago.

Conductor Charles Belknap of Sioux Falls recently purchased a bugle for his son Warren. Alfred Main, son of Engineer Al Main, then persuaded his dad that he should have one. Mr. Belknap then suggested to Mr. Main that he would buy a snare drum if Al would buy a bass drum and they would have a bugle corps all in their families. At present we don't know what the outcome will be.

Hastings and Dakota Division

W. J. Kane

WE have just completed our first month this year without a reportable injury. Let us hope that is the turning point in our, so far, unfortunate record and that we will make up for our shortcomings the balance of the year. To do this we must diligently *Think, Preach and Practice Safety.*

The May meeting of the South Dakota Ship-by-Rail Association was well attended: State Representative J. N. Brundage, the father of the South Dakota Truck Laws passed at the legislation, indicating the difficulties experienced last legislation, spoke to us about the truck in fostering the legislation which becomes effective July 1st, 1933.

Assistant Superintendent John E. Hills, who

has been away for a few days on account of illness, is back on the job as energetic as ever.

Train Dispatcher A. L. Nelson and Roadmaster Frank Natzel each have acquired a new "Buzwagon" and believe me they are easy on the eyes. Here's hoping they have a lot of pleasure out of them.

Understand Frank Natzel is trying his hand at farming. Here's to your success, Frank.

Art Starks, so they tell me, is quite a fisherman. I sure agree with them after listening to him outline his adventures. You know, Art, I really didn't know they grew so big. By the way, Art, have you seen the new union suit Leo Lutgen purchased? It's fur lined and wired for electric heating. Says he's going to use it duck hunting next fall. It's waterproof. Maybe it's air proof also and you could borrow it from him, blow it up and get away from lugging around a boat—it might float.

Frank Faith and Chas. Bland are back on the job after a sojourn in the hospital following an operation.

Messrs. Sizer, Silvernail and Feddern have cooked up some sort of a plot involving "Ye Scribe," transmitting to him a reported authentic article for the Magazine. I don't know as it would come under the heading of blackmail, or extortion, but if you would ask me I would say it would be "contortion" of the truth.

Mel Ayars is giving some sound advice these days. He says not to buck up against Primo Carnera or we will come out of it like he did. Are you sure it was the Great Primo, Mel, or simply a mule? Anyway, it was a beaut.

Marquette on the Mississippi

H. G. T.

I. & D. PASSENGER Conductor C. H. Co- tant received his 50-year service button April 1.

Conductor James Cassidy on runs 4 and 9, Marquette to Dubuque took in the opening of the baseball season at Chicago in April and was there several days. Conductor O. Donha relieved Cassidy.

Engineer L. Coe and wife spent several days in St. Paul early in April.

I. & D. Engineer Henry Vaughan has returned from Excelsior Springs where he underwent a serious operation after being on the sick list for several months.

Engineer Thomas Barr is again able to do his work on the Elkader Line.

Night Roundhouse Foreman C. H. Butler has moved from Marquette to McGregor.

Agent Fred Schroeder has made several trips of late to Chicago to visit his brother, who is a patient at the Illinois Central Hospital.

Business seems to be picking up on the Dubuque and I. & D. Divisions. Lots of grain, fruit, oil and "3.2" being shipped by rail.

Mildred Khron, daughter of Fireman M. Khron, won the spelling content at the local school and received second place at the county spelling contest at Elkader.

Yardmaster L. B. Beckwith moved to McGregor, May 1.

The fine home of S. W. (Babe) Viet burned to the ground a few weeks ago.

Marquette Terminal's Safety Record

Marquette Terminal is proud of its safety record: Don Herrin, storekeeper, has not had an accident in his department in seven years.

Car Foreman John Fisher has had no accident since he came to Marquette six years ago, and in the yard, under Yardmaster L. B. Beckwith, the last reportable accident happened in June 1930.

Day Foreman J. H. Ball and Night Roundhouse Foreman state they have not had a reportable accident since January 1929, when a helper was injured at the coal chute.

Marquette's slogan is "Be careful and we will not have accidents."

Conductor John Stuckey, Madison Division, has been on a work train between LaFarge

CHICAGO PIPE SMOKERS WON BY THIS FLAVOR

Men in big railroad yard
show strong preference for
Edgeworth Smoking Tobacco

In an important railroad yard of one of the roads entering Chicago a recent check-up of pipe smokers continued to show that Edgeworth Smoking Tobacco is a great favorite with railroad men.

In this yard 344 men smoke pipes. Of this total 118 use Edgeworth. The next highest brand was used by only 48 smokers.

The flavor of Edgeworth suits the intelligent smoker. If you like it, you may be sure that it will never disappoint you—and we think that you *will* like it.

Yes, you can buy cheaper tobacco—but is the small difference in cost worth the loss of real smoking happiness?



Many railroad men smoke pipes. Many prefer Edgeworth to all other tobaccos.

Try Edgeworth next time. Ask your dealer. All sizes from 15¢ pocket package to pound humidor tin. Some sizes in vacuum-packed tins. And remember—the quality and flavor never change. Made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va.

EDGEWORTH

SMOKING TOBACCO

Twenty-One

and Wauzeka, Wis., for the past few weeks.

Brakeman George Messling is back at work on 4 and 9, Marquette to Dubuque, after a lay-off of seven weeks.

Conductor Walt Malthouse has taken passenger run 11 and 22 (The Sioux), Marquette to Sanborn.

Red Hot Coals from Second District of Milwaukee Division

MISS MARY HOWARD, Superintendent's Clerk, is at the present time ill at her home and will be unable to work for some time. Her many friends are wishing her a speedy recovery.

Mr. A. Kocster, Freeport's gift to the ladies, is now back in his swivel chair at the Superintendent's office. He is performing Miss Howard's duties during her absence.

The switch crew at Beloit is still intact and since the event of 3.2 have 100 per cent more work to do. I understand Collins has instructed the engineer to approach all brewery cars with caution.

John Cioni has his golf clubs all shined up, and on his first appearance at Morgan's Course went over the creek without the loss of a ball. This is a fine performance, and no doubt the depression had some influence on the score.

F. A. Matson states the New Deal has made it hard for the unemployed to keep out of work. They have gotten used to it and hate to lose their rights.

Conductor Curley is still giving his usual fine courtesies to the passengers and his geniality sure makes a hit with the traveling public.

Porter Zick states he is glad that he did not shave off his mustache during the depression; because this new 3.2 has a good flavor and he gets a double taste out of each drink. Wighets.

Agent Park is quite busy during the pick up in business and the insurance agents have a hard time finding him.

Passenger Brakeman Homer Artlip will be looking down on all of us one of these days. His son is soon to become a first class Flyer and has promised Dad a couple of loop the loops.

While driving along White Avenue one day saw our Assistant Agent R. M. Telfer getting his lawn in shape. He has one pretty place and his flowers are sure nice when they are all in bloom.

Fred Unverzagt, Foreman at Burlington, is recovering from an appendicitis operation. He is, at this writing, on the job.

Mike Butler is still doing his arduous duties as baggageman between Beloit-Milwaukee and Chicago. Just a few more years, says Mike, and I'll take the pension.

H. J. Armock, former clerk at Beloit Ticket Office, is a frequent visitor in Northern Wisconsin. I understand she is a teacher. Well, vacation days will soon be here. And give us an introduction, Happy.

Saw O. F. Butler at Fonesston from the train window. He is getting fat and is evidently getting his 3 squares daily.

Conductor Stiles is still manning the South West Limited, and looks younger and spryer every day.

Sleeper Car Conductor Shippey had some trouble with his ticket punch. Understand Homer Artlip found the trouble—and cleaned out the accumulation of waste that had gathered in the storage space. This is saving the Pullman Company a lot of money in punches, as the conductor used to send in a punch a month. Now he can adjust them himself.

Wisconsin Valley Division Notes

Lillian

“**C**HERFULNESS is like money well expended in charity—the more we dispense of it, the greater our possessions.”

Leroy Kenneth Rodehaver, son of Mr. and Mrs. Leroy C. Rodehaver, and grandson of Mrs. J. C. Rodehaver, passed away at the Memorial Hospital Saturday evening, April 22nd, after a brief illness. Interment was in Pine Grove cemetery on Tuesday afternoon, April 25th. Sympathy is extended to the bereaved family by the employes on the Valley Division.

Mr. and Mrs. J. W. Held were called to Milwaukee by the sudden death of Mr. Held's only brother, A. W. Held.

Miss Lucile Bird and Edwin Goetsch were united in marriage Saturday afternoon, April 22nd. Mr. and Mrs. Gilbert Goetsch attended the couple. The wedding dinner was served at the home of Mrs. August Hackbarth, an aunt of the bride. For the present the couple will make their home in the town of Texas. Congratulations and best wishes for a long and happy wedded life are extended by the Milwaukee Road employes.

At the Schafskopf tournament, sponsored by the drill team of Wausau Camp No. 1446, Modern Woodmen, Saturday, April 29th, Frank V. Honousek brought the championship back to Wausau with a high score of 54 in eleven deals.

Arthur Sternetzky, student at Marquette, Milwaukee, visited with his parents over the week end May 15th.

Mrs. Gustave Raese is a patient at the Wausau Memorial Hospital, where she will remain indefinitely for treatment.

Mrs. Anna Nienow passed away suddenly on May 11th, at the home of her son, Elmer

Nienow. Burial took place on May 15th. The Division employes extend sympathy to the bereaved family.

Summer residents are beginning to arrive at Minocqua. The vacation spirit is coming to life again in the Heart O' the Lakes country.

Automobiles bearing license plates from California to Main will soon be seen and familiar faces of summer visitors will be in, around and about Minocqua and the northern country.

The passing on of Oscar Frazier, which occurred on April 28th, 1933, after a brief illness, is deeply regretted. He was one of Merrill's real pioneers, having lived there fifty-two years. Oscar had an acquaintance wider than that by far of the average man and all who knew him felt that life was much better because of his acquaintance. The Valley Division employes extend sympathy to the bereaved family.

Kathleen O'Brien of Chicago visited with Wausau friends and relatives the latter part of the week ending May 14th.

Iowa (Middle and West) Division

Ruby Eckman

YARD CLERK Marlow Stotts of Perry yard force was in Minneapolis in May and went to see Mr. and Mrs. Dave Jackson both of whom are in hospitals in that city. Dave will be remembered by many of the old-timers, as he was an engineer on the Iowa division years ago, being forced to give up railroading on account of his eyesight failing. He has been an invalid for several years. His wife recently fell and broke her leg.

In April, Dr. Homer A. Foltz, known to his many railroad friends as "John" Foltz, died following an operation. Dr. Foltz was an engineer on the Iowa division for many years before taking up the study of dentistry. Prior to coming to the Iowa Division he worked in engine service on the H. and D. division. He was married a number of years ago to Dr. Eloise Grosenbaugh, a practicing physician at Perry and for years they both maintained their offices in their home in Perry. He was always a loyal supporter of the Milwaukee, and enjoyed many hours "railroading" with his old friends.

Joy and sadness both entered the home of Car Inspector P. P. Slater at Perry on May 8th. About noon, twin daughters were born to Mr. and Mrs. Slater. One of the babies passed away late the same night.

Conductor Clyde Utterback has a new son-in-law in his home, as his only daughter Leontine, was married May 7th to Raymond Beckman, a young farmer living near Perry. Leontine was honored with a May Breakfast and an afternoon tea, the day of the wedding, each affair being a miscellaneous shower at which numerous nice gifts were received. The young people will live on a farm near Ogden, Iowa.

Lieutenant Charles Murphy, U. S. N., with his family, stopped off in Perry in May for a visit with his parents, Engineer and Mrs. W. T. Murphy. Lt. Murphy, who has been stationed in Washington, D. C., for a few years, is being transferred to the west coast for duty.

Solon Sheets, who for many years worked in the round house at Perry, was struck by an auto while on his way home from Church May 7th. He sustained injuries which caused his death in a few hours. A son, William, is at present employed as boilermaker for the Milwaukee at Perry.

General foreman Guy Abell of Milwaukee round house and Mr. Bross, Chief Clerk to the assistant superintendent of motive power in Milwaukee, had to batch a few days in May while the women folks made a trip to Iowa, visiting in Des Moines, Perry and Grand Junction. Both men are said to be good cooks but not so strong on the dish washing.

Machinist Lyle Hoes and Assistant Foreman Frank Hoes of Perry shops force were called to Dubuque May 6th by the serious illness of their mother.

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

Mrs. Lillian Hull, sister of Engineers Seymour and Frank Brown and Carpenter Louis Brown of Perry round house, died April 29th at the hospital in Perry after a couple weeks' illness.

Roger Snipe, son of Engineer J. Snipe, was the anchor man on the Perry High School track team which broke the state record on the relay race at the annual Drake Relays, in April.

Several Milwaukee boys have been making a good showing as ping pong players the last few weeks and George Wagner, William West, Richard Fuller, Edward Fuller, Gilbert Nead and James Evitts, all railroad men's sons, scored high enough to play in the tournaments.

Engineer Frank Wicheal was off duty most of April and May, being confined to the hospital for treatment. The day after Frank was allowed to go home his wife was called to Wichita by the serious illness of her mother.

F. O. Bruce worked as relief agent at Collins while W. H. Robinson, local chairman of the O. R. T., attended the convention in Montreal.

Miles Ellis, who went to work in the Montgomery Ward store at Perry when business dropped off so that he couldn't hold a job braking, has recently been named manager of the company store at Oelwein.

Engineer Frank Stapleton spent a few days the last of April with his daughters who live in Fort Wayne, Ind.

Engineer Henry Nichols took a few days off in April and May and went to Excelsior Springs to spend the time.

Operator W. O. Jordan and family of Collins went to Kentucky in April to see his mother who is ill.

Donald Kanealy, who worked as a caller and brakeman for the Milwaukee for some time was married April 26th to Edna Bailey of Perry. The young people will make their home in Perry. This is another daughter-in-law for Yard Master James Kanealy.

Train Dispatcher R. P. Edson of the Perry office, attended the funeral of a sister-in-law in Freeport in April.

Machinist Helper Harold Howe, son of Engineer W. B. Howe, was in the Kings Daughter's Hospital in Perry in April for an operation.

Bernard DeDual, son of Machinist George DeDual, was married April 19th to Miss Edwina Lewiston of Bouton. The young people will make their home in Milwaukee.

A letter received by friends from Havana, Cuba, told of the celebration of the 90th birthday anniversary of Engineer Jack Ahern, senior man on the Iowa Division seniority list, who is now making his home with a daughter in Havana. The event was celebrated April 14th. Mr. Ahern is enjoying good health, considering his advanced age.

Iowa Division, Second District

H. H. J.

CONDUCTOR P. A. Gifford suffered some painful burns on his hands and ankles the night of April 27th after No. 35 had arrived at Spirit Lake, but we're happy to say he's up and around and is reported as coming along fine and due back on the "limited" most any time. It seems his auto sort of "acted up" with him as he was preparing to drive it home, and some gasoline ignited, causing the burns.

'Tis said that Carl Shannon is a grandfather and has gone out West to see the newcomer. May we all offer congratulations?

W. P. Kelsey is relieving Mr. Shannon on the Madrid coal train which is also the Madrid to Des Moines "hot-shot" in the afternoons.

W. J. Stout, Agent at Adaza for a number of years, has bid in the Linden Agency.

Raymond Carey, late of Marathza and Fonda, has been appointed Agent at Adaza.

V. C. McGee recently relieved the Telegraph Operator at the Freight House in Des Moines.

An improved bus schedule was to be effective June 1st between Des Moines-Madrid-Boone, two trips being made daily except Sunday. The bus leaves Des Moines at 6:45 and 10:00 a. m., and returning leaves Madrid at 8:15 a. m., arriving Des Moines at 9:30 a. m., and on second return trip leaves Boone at noon, arriving Des Moines at 1:55 p. m. A Sunday only round trip is made from Des Moines to Madrid to connect with No. 3.



Frank E. Wenig

I & D Items

M. G. B.

IT was with great pleasure that the I&D Division heard of the appointment of Frank E. Wenig, Engineer on this Division, to the post of Labor Commissioner, effective July 1st, 1933, for two years.

Mr. Wenig of Spencer, Ia., is representative

from Clay County in the forty-fifth general assembly Iowa legislature.

Mr. Wenig is an engineer, and member of the B. of L. F. & E., and has served as local chairman of the Firemen of Lodge 190, of Sanborn. The I&D extend their best wishes for the success of his undertakings.

Anton Zittritsch, section foreman, age 72, died at his home in Algona April 15th, after an illness lasting several weeks.

Mr. Zittritsch was born in Austria-Hungary and came to this country in 1890, settling at Algona. He served 42 years as section foreman and yardman of this Division.

Our sympathy is extended to his family.

Mr. Matt Kirschbaum, section foreman, Whittemore, was called to Dubuque April 22nd on account of the serious illness of his father.

Mr. Joseph Shabin, of Hobartton was called to Grantsburg, Wis., April 24th on account of illness.

Mr. F. L. Brackett, Traveling Accountant, was in the Division offices at Mason City the first week in May.

The Division Offices at Mason City were quite popular about that time, having received a visit from M. K. Darnell, Demurrage Inspector, M. J. Oxley, Rules Examiner, John Titley, from the Real Estate Dept., and J. Kumpe, also of the Real Estate Dept., all in one week.

Mrs. C. E. Mutschler, wife of Chief Clerk in the Superintendent's office, was called to Dubuque April 21st to attend the funeral of her uncle.

Mr. W. Garrity, Chief Carpenter's Clerk, was called to Dennison, Iowa, April 23rd, on account of the death of his father-in-law.

It's Spring—everyone getting new clothes, rushing around shopping here and there, but then, almost everyone can appear with new clothes—it takes some one with a little individuality to think of new teeth. Now there is an idea! It is so refreshing to look around the offices at Mason City and see rows and rows of smiling teeth—or do teeth smile? At any rate, it's a poor office that can boast of at least one new pair.

YOUR PAY-CHECK

STOPS when sickness or accident keep you off the job. Doctor and hospital bills rapidly consume savings, while regular living expenses go on just the same. Protect your family against hardship and want with a

**WHY
WAIT!**

CONTINENTAL

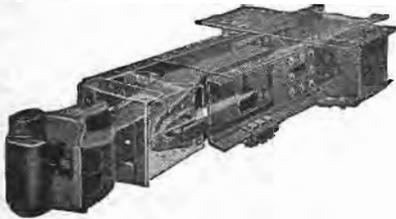
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The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

**THE BUCKEYE STEEL CASTINGS
 COMPANY** - Columbus, Ohio
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 Treated Materials**

Wood-Block Floors Paving Blocks
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We are equipped to handle all Standard
 Methods of Treatment, also Adzing
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Built and operated first treating plant
 north of the Ohio River, year 1876

Indiana Wood Preserving Co.

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S. C. D. Office
 J. B.

SINCEREST sympathy is extended to Bill Tschantz in the loss of his mother several weeks ago.

Did you know—

—That congratulations are in order for Mr. Wible, who recently celebrated his seventy-fifth birthday on the 8th of May, has just completed forty years of service with the Milwaukee Road and received his new service pin from the Veteran Employees Association?

—That Walter Stark has broken his "Always on Time" record, by breezing in one morning ten minutes late?

—That Dick Severson had his girl meet him after work on 35th and Park Hill Avenue and judging from the exchange of smiles they seem to be "that way" about each other?

—That Seve Filut first had his car painted a pearl grey with French grey trimmings and then changed his mind and decided on the shade of grey it is now painted?

—That Mrs. Gregory recently celebrated her birthday but forgot her birthday party lunch she intended to bring?

—That a new system of saving is being started in the Car Department and the Secretary has submitted the following notes:

The employees of the Car Department at Milwaukee Shops including the District Accountant's and Mechanical Engineer's offices have combined themselves under one unit and have organized what is known as the Milwaukee Road Car Department Credit Union. The purpose of this organization is to promote thrift among its members and to take care of their own credit problems at a legitimate rate. Under this plan of saving it is possible to bank as little as 25 cents at any one time. The following employees have been elected to serve as officers by the Board of Directors:

H. Jos. Glaub, President (Employed in Tin Shop).

Ed. Radtke, Vice President (Employed in Paint Shop).

H. W. Stark, Treasurer (Employed in Dist. Acct. Office).

M. A. Biller, Secretary (Employed in Supt. Car Dept. Office).

If you are interested in developing the "thrift habit," get in touch with the above officers, who will be glad to give you details.

—That the Horan girls are here from the Convent for a few weeks visit with their family?

Iowa (East) Division
 John T. Raymond

THE sympathy of many friends on the Division is extended to Locomotive Engineer E. E. Brokaw and surviving members of the family on the loss of his wife, who passed away at a Cedar Rapids hospital May 4th after a week's illness. The remains were taken to Perry where the funeral services were held Sunday afternoon, May 7th.

Mr. and Mrs. Arthur DeGarmo of Seattle, Wash., arrived in Marion April 28th, accompanying the remains of Mrs. Hattie Snyder (the mother of Mrs. DeGarmo). The funeral services were held at Marion where the remains were laid away. The DeGarmos, who used to live in Marion, have many friends here who sympathize with them in their bereavement.

Mr. and Mrs. A. DeGarmo of Seattle were guests of Mr. and Mrs. George Barnoske while at Marion.

The sympathy of the Magazine is extended to Louis Peckosh and John Peckosh, employes on this Division, on the death of their father, Joseph Peckosh, 94 years old, who died at Oxford Junction, Wednesday, May 3rd. Funeral services were held at the Sacred Heart Church, Oxford Junction, Saturday, May 6th.

Train Master and Mrs. Harry C. Munson of Ottumwa, spent Easter Sunday at Marion visiting Mrs. Munson's mother, Mrs. Fred Domer.

Harry E. Johnson, 43 years old, died at St. Luke's Hospital, Cedar Rapids, Monday, April 24th, after an illness of about five months. Funeral services were held at Marion Thursday, April 28th. Interment was in the Anamosa Cemetery. He is survived by his wife and six children all at home. Mr. Johnson was employed by the Milwaukee Road as a fireman for 22 years and was a conscientious employe and a true friend. He was a member of the Methodist Church at Anamosa and the Brotherhood of Locomotive Firemen. The Magazine extends sincerest sympathy to the surviving relatives in their bereavement.

Agent H. E. Carter of Olin was away several days the latter part of April; W. K. Hodgson relieving.

Operating and Traffic meeting was held at the Milwaukee Women's Club rooms at Cedar Rapids, April 27th, at 7:30 p. m. Supt. A. J. Elder presided and spoke briefly on the object of the meeting. A number of good suggestions were made by those present with regard to increasing the efficiency and income of the departments.

Agent L. J. Miller of Springville and Agent H. J. Peterson of Anamosa, attended the meeting at Cedar Rapids Thursday evening, April 27th.

Dispatcher and Mrs. Willis Jordan were called to Springville, Iowa, April 30th, owing to the serious illness and death of Mrs. Sarah Jordan, 84, (mother of Dispatcher Jordan) at her home. The funeral services were held Tuesday, May 2nd, at the Methodist Church, Springville, Iowa.

A number of friends from Marion attended the services. Deep sympathy is extended by many friends to Mr. and Mrs. Jordan in their great loss.

Mr. and Mrs. Walter H. Applegate of Perry spent Easter Sunday with relatives at Marion.

Locomotive Engineer John P. Kohl of Savanna has been out of service several weeks on account of losing his right eye, caused by a growth disturbing the vision. Mr. Kohl has been an engineer on this Division for many years and is popular and well known. This news is widely regretted by a number of friends.

Relief Agent E. E. Swartz is relieving Agent Thompson at Lyons at the present writing. Mr. Thompson has been off duty for some time but is improving and expects to resume work soon.

THE FAIR

Dependable with Long Life

Those
 who use the
**FAIR Rail Anti-
 Creeper** appreciate
 that it is a device of quality
 precisely made, simple and
 easy to apply, depend-
 able and that it
 has a long
 life.

THE P & M CO.
 Chicago - New York

Agent G. L. Ireland of Delhi has retired from the service of the company and at present is visiting relatives at Hilton, N. Y. Mr. Ireland has been employed as Agent and Operator on the Division for 48 years and is very deserving of his well earned rest.

Agent J. R. Harding of Hawkeye is taking a short vacation. Relief Agent Bruce Devoe is relieving him.

W. K. Hodgson is working as Agent at Delhi until regular Agent is appointed.

Train Baggage-man James M. Murphy passed away very suddenly at the home of his daughter in Chicago Sunday evening, May 7th. Mr. Murphy was 73 years of age and had been working steadily until the first of May. He entered the service of the Milwaukee Road as a brake-man in 1886 and had worked as Train Baggage-man between Chicago and Marion since 1899. Interment at Clinton May 11th. A host of friends on the Iowa Division will miss "Jim" and extend sympathy to the bereaved family.

"Service"

ENROUTE from the Coast to Chicago on The Olympian one trip this spring was a party of business men who developed an appetite for Montana trout, and specially asked for that toothsome delicacy for breakfast the following morning. Pullman conductor Akin was approached with their request. He told the gentlemen that every trout stream in Montana except the Madison River was closed during the spawning season. The Madison River, let it be said, is one of the best trout streams in the state, and Conductor Akin sent the word forward by wire to the agent at Three Forks that he had a trout hungry party on board. Engineer Chester P. Bales was on hand immediately and forthwith betook himself over to the Madison trout fishing grounds and when No. 16 arrived at Three Forks, ten fine trout were delivered.

The travelers very enthusiastically expressed their thanks and their appreciation of the courtesy and the cheerfulness with which it was performed by both Messrs. Akin and Bales. It may be taken for granted that the party of men who partook of sweet, firm Montana trout that morning for breakfast will not soon forget it, and for a long time to come they will have a warm spot in their hearts for The Milwaukee Road. This is the kind of courtesy and service that pays us returns in the line of patronage and revenue.

Good Service and Courtesy Appreciated

The following letter from the manager of the Panther Oil and Grease Manufacturing Company of Fort Worth, Texas, to Mr. C. H. Dietrich, Freight Claim Agent, is self-explanatory and is appreciated for the good work and for the good will it secured:

Dear Mr. Dietrich:

This letter is being addressed to you in your personal capacity, as Freight Claim Agent, of the C. M. St. P. & P. Ry. Company to point out to you, the splendid co-operation and assistance rendered by your Agent, Mr. C. F. Ambli, at Montevideo, Minn.

We recently had a shipment on hand in the depot at that point, refused by a customer, due to a misunderstanding and your Mr. Ambli in a very efficient and trustworthy manner, effected a reconciliation between shipper and consignee, warding off a possible serious controversy in helping us in a material way.

This cooperation on Mr. Ambli's part is worthy of only the very highest of praise and we might incidentally add this will tend to establish a closer feeling between shipper and carrier, which may result in a more substantial volume of business being routed over your lines in the future.

If you can see fit to do so, we will ap-

preciate it most highly, if you will write Mr. Ambli on behalf of the railway company a letter of thanks, as we feel that he merits such an expression and it certainly will be appropriate and inspiring to him.

Again allow us to thank you for the courtesy manifested by your agent.

Yours very truly,

(Signed) J. A. EDDINS,
Credit Manager.

Iowa and SM V. J. W.

ON THE evening of May 3rd the Milwaukee Boy Scouts held their fourth annual banquet with a large attendance of scouts, their parents, committeemen and invited guests. Interesting and instructive talks were given by Superintendent G. A. Van Dyke, president of the Scout Council, Dr. C. C. Allen, Scout Commissioner Fred Ten Eyck, Scout Executive Jas. Prevatil, and Scoutmaster J. Harris Igou. At the close of the program a short skit, "Where There Is a Will," was presented by a group of scouts under the direction of Assistant Scoutmaster Harold Scott. The boys taking part were Floyd Vial, Robert Scott, Wesley Igou, Robert Bulger, Harley Fingerson and Robert Morrell.

During the past month two veteran employes on the division passed away:

Theodore H. Summers passed away May 2nd at his home in Mankato after a year's illness. Mr. Summers was 76 years of age and entered the employ of the railroad in 1880. He had been leverman in the Mankato tower for the past 30 years until about a year ago. He is survived by his widow, with whom he celebrated their golden wedding anniversary in January of this year, and one son, George H., who is employed with the company at Mankato.

John Nelson, retired section foreman, passed away at his home in Rapidan April 14th. Mr. Nelson was past 70 years of age.

We were also shocked to hear of the sudden death of Stani J. Kurseka, which occurred at Ortonville April 14th.

Deepest sympathy is extended to the bereaved relatives.

We were also very sorry to hear of the serious accident in which Margaret Ames, daughter of Conductor George Ames, was injured. Miss Ames was thrown from a motorcycle on which she was a passenger and very seriously injured the evening of April 18th. We are indeed glad to hear that she is improving rapidly.

Mrs. Simon, agent at Oakland, is taking a few weeks leave of absence. Harry Wilson is relieving.

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We Do Mending, Darning, Turning of Collars and Cuffs and Replacing of Buttons

FREE OF CHARGE

Quality and Service Unexcelled

SHRIVERS DIVISION.....3128 W. Lake
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SOUTH SHORE DIVISION.....7391 So. Chicago
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CHICAGO, ILLINOIS

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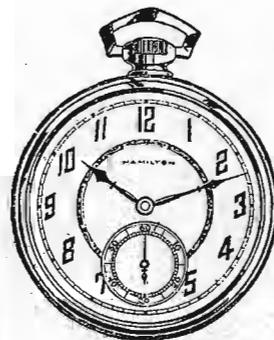
CHICAGO

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

Your Local Watch Inspector Deserves Your Patronage!



MILTON PENCE

29 E. Madison Street :-: CHICAGO, ILLINOIS

F. H. BARTHOLEMEW

2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH

332 W. Wisconsin Avenue MILWAUKEE, WIS.

CHAS. H. BERN

Union Station Bldg. :-: CHICAGO, ILLINOIS

The above are
Official Watch
Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

Car Inspector Mike Ulwelling is sporting a new "Chevie."

We are informed that Engineer Harley Kough and his son, Bernard, expect to leave soon on a visit to England.

The gentleman you see entering the Division Headquarters Building these days with the new hat, top coat, and grey suit is none other than the Baron himself—H. A. W.; he says there never has been a depression.

At last Dwight has satisfied a life-long desire to be of some assistance in apprehending a criminal. One day the first part of the month a negro transient attempted to snatch a purse from a young lady near the depot. Not being successful, the culprit started to make a getaway but he had reckoned without "Tang." The police were notified and with a description accurate enough to have picked the victim out of a regiment it did not take long to bring him to justice. Rumor has it that Ellery "Ponzi" Barker did not have as much confidence in "Tang's" description as the rest of us and went home and shaved. We have noted that the young lady was not the only one who was frightened, as Brad is usually careful these days to lock the window behind his desk before he leaves.

Chicago Terminals

Guy E. Sampson

THIS month it becomes our sad duty to report the death of one of the Milwaukee families oldest employes, that of Mr. Sam Pulford, who was well up in the 80's and who had been a faithful employe for many years, his latest and final job being that of engine hostler at the Bensenville round house. All employes join in expressing to his loved ones their heartfelt sympathy.

Switchman Chas. Thorncroft and wife are rejoicing over the arrival of a 10-lb. son at their home April 27th.

Asst. Supt. D. T. Bagnall and wife visited the former's mother in California this month. From the land of rain, rain, rain, and rain to the land of sunshine and flowers sure must have been enjoyed by them both.

Tom Rycroft, chief clerk in Mr. Bagnall's office, went "courting" again this month but this time it was because he was called to sit on the jury. Tom says that any time they want to hand him a couple of weeks different work he wishes they would pick a job where he doesn't have to "sit," for his regular position gives him all the sitting he cares for.

Switchman Clarence Waldron and wife went to Minneapolis to spend Mothers' Day with his mother.

Every employe in the Chi Terminal is anticipating having some of his friends and relatives visit him this summer as every one wants to visit the Century of Progress which opened May 27th. And it might be a good idea to write those folks from home, who are going to visit you, and suggest that they use the Milwaukee Railroad as means of transportation when they attend the Fair. The different Ship-by-Rail clubs will no doubt be very active along these lines also.

Being a firm believer in Safety First, and yet while not perfect and having suffered personally from an accident (which may make us want to impress the thought on others) we always like to add our bit along those lines each month. But an unsigned letter received after last issue of the magazine came out, proves that some employe doesn't like the idea and so perhaps we better let him write a few good suggestions for publication. But we are unable to invite him to do this as he did not sign the letter sent the correspondent. Nevertheless, Safety First is one of the most important factors in our vocation and any employe who doesn't like to hear it talked is some day going to wish that he had taken to heart some of the suggestions made through our magazine, regardless of who wrote them. Safety First is only the start but Safety

at All Times covers a long period of time and the more safely we conduct our work the longer we will enjoy the opportunity of getting that pay check semi-monthly.

"Yours Truly" and family spent Easter Sunday in their old home town of Wauzeka, Wisconsin.

The Ten Demands

Rule 1.—Don't lie—it wastes my time and yours. I'm sure to catch you in the end and that's the wrong end.

Rule 2.—Watch your work, not the clock. A long day's work makes a long day short and a day's short work makes my face long.

Rule 3.—Give me more than I expect and I'll pay you more than you expect. I can afford to increase my profits.

Rule 4.—You owe so much to yourself that you can't afford to owe anybody else. Keep out of debt or keep out of my shop.

Rule 5.—Dishonesty is never an accident. Good men, like good women, can't see temptation when they meet it.

Rule 6.—Mind your own business and in time you'll have a business of your own to mind.

Rule 7.—Don't do anything here which hurts your self-respect. The employe who is willing to steal for me is capable of stealing from me.

Rule 8.—It's none of my business what you do at night. But if dissipation affects what you do next day and you do half as much as I demand, you'll last half as long as you hoped.

Rule 9.—Don't tell me what I'd like to hear, but what I ought to hear. I don't want a valet to my vanity, but I need one for my dollars.

Rule 10.—Don't kick if I kick—if you're worth while correcting, you're worth while keeping. I don't waste time cutting specks out of rotten apples.

La Crosse-River Division Items

Eileen

WHEN No. 716, running between Portage and Madison, pulled out the other day, it was noted that the two youngsters who started railroading at about the same time were in charge of the train. On the engine was "Eagle Eye" Jimb McMahon, who commenced his railroad activities in 1870 and at that time was one of the construction gang laying the track between Horicon and Portage, after which he branched out as a brakeman, and then in various capacities until he reached his goal, an engineer. The conductor in charge of the train was Mike McQueeney, who takes his date of 1869 being employed as a brakeman for nine years and then being promoted to conductor, in which capacity he has served since.



"Jim" MacMahon and "Mike" McQueeney

Have you noticed those service dates? Over sixty years of continuous service each, for these twenty

two "youngsters." It is difficult to grasp the magnitude of records like this. Sixty years in its entirety is a pretty well rounded out life and very impressive when one considers this period occupied by untiring devoted attention to the job at hand, and particularly in the days of railroading when conveniences such as we have now were unthought of. Those were the days when the link and pin was the coupling, when the "pigs" ate wood instead of coal, when the largest box car was twenty thousand pound capacity (smaller than a big auto truck nowadays), when 35 cars was a drag, and many times more than one of the "moguls" could handle. There was no steam heat and the stoves in the coaches were very popular. In those days traveling was a function that required serious thought and days of preparation, and the train and engine crews had to be prepared for almost any situation that might arise, and each member of the crew had to be able to turn his hand to meet almost any need—doctor, lawyer, butcher or baker—in addition to keeping the wheels merrily rolling.

In spite of the tough old days, these lads have carried on and now after more than sixty years of rawhiding on the old railway, they are as fit and able to handle a train with the same old spirit that sixty years of service on the Milwaukee Road instills in any man. Our hats are off to you, Mike and Jim. We honor your record.

We regret to write of the death on Saturday, May 13th, of Switchman C. M. Edwards by asphyxiation at his home in La Crosse. He is survived by his widow and three children.

Agent J. L. Thouvenell, Bangor, was able to secure four cars of canned goods from the trucks to our rails, all of them for Chicago. Good work!

As No. 66 was passing Camp Douglas morning of April 24th, Operator Fred G. Rohde discovered something dragging on one of the cars. Train was stopped at New Lisbon and broken brake beam safety bar which was dragging was fixed up by making some temporary repairs so that the car could go through to destination.

One of the passengers on No. 705, May 8th, was a young girl from Rockford, Wisconsin, who was coming to Portage to enter training at the hospital at Portage. She was very much at sea as to what she should do, and where to go, and in order to set her right, Conductor Mike McQueeney put her in a taxi and paid her fare to the hospital. This is just an example of Mike's always courteous and kind attention to his passengers.

Milwaukee Terminals

M. H.

ENGINEER Walter Clark and family visited the Century of Progress Exposition in Chicago April 23rd.

Foreman Jack Forest has returned to work fully recovered and looking fine.

Former Wrecking Train Foreman James Reidy has returned to work feeling fine after two months illness.

Fireman Walter Schoewe died April 25th after a long illness. He had been an employe for about twenty years. Funeral Friday, April 28th, with interment at Wanderer's Rest cemetery. A widow and three children survive and have the sympathy of the Milwaukee family.

Engineer Edward C. Owens has returned to work after two months illness with pneumonia.

Chief Engine Inspector Edward Havey gave Machinists Powers, Burns and Maschl a ride in his new Ford to Chicago and the Century of Progress Exposition, Sunday, May 7th. This bunch is inseparable and where you find one you will find the four.

Louis Doyle died April 23rd after nine weeks illness with pneumonia. Fifty years of loyal service with the Milwaukee Road and about twenty as chief smoke inspector. Funeral from

St. Rose's church April 26th; interment at Holy Cross cemetery. Louis had a host of friends among the Milwaukee family whose sympathy is extended to the family.

Dispatcher Joseph Carr wants it understood that he is not in the lumber business just because he had some shingles. Joe is getting around fine and will be back on the job in a few days.

President P. L. Callahan called a meeting of the Milwaukee Shops Golf Club Saturday, May 4th, and six new members were initiated. Yardman Fred Weber was elected a member of the Board of Trustees in place of Roy Daly.

Agent E. E. Ross of Chestnut St. Station is a busy man these days. 500 and 600 cars of beer a week are moving out of this station and when the warm weather comes Mr. Ross expects to handle 300 cars each day.

Machinist Esau Mitchell is confined to his home with illness. We hope to see him back in the roundhouse soon.

Yardman Luke Shannon's cottage was flooded with the high waters of Mud Creek May 7th, and Luke had to move back to Milwaukee until the waters get lower.

We are glad to report that Mrs. D. R. Leaman, wife of our genial yard master, "Buck" Leaman, has nearly recovered from a recent operation and will be at home to her friends in a few days.

On April 21st, Dispatcher and Mrs. J. E. Roberts returned to Milwaukee from Long Beach, Calif., where they passed the winter. They were in the earthquake zone and were glad to get home to Wisconsin.

Yardman Charles A. Rogge died April 19th after a short illness. He had been an employe for about twenty years and was 57 years of age. Funeral at 2:00 P. M., April 22nd. Interment in Highland Memorial park.

Several of our Terminal engineers called on John Sullivan, crossing flagman at Oconomowoc, on Sunday, May 7th, to congratulate him and help him celebrate his 65th birthday.

Agent Z. C. Wilson at Palmyra celebrated his 88th birthday May 1st. Congratulations from the Milwaukee family.

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

D. H. A.

MR. AND MRS. ROY VAN DYNE have returned from a two months' sojourn on the West Coast and report a fine time. Van says he enjoyed the crab fishing most of all.

Two new business enterprises have located at Moberidge during the past month which will furnish some added revenue for our Milwaukee Railway. Armour & Company are now buying hogs here, also shipping them in for concentration; and Miller & Holmes of St. Paul, have opened up a cream station here.

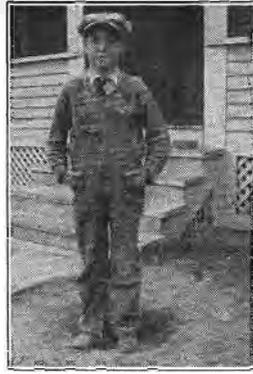
Mr. and Mrs. Oscar Vachreau and daughters Florence and Delores of Harlowton, Mont., stopped off here on their return trip from the Twin Cities for a few days' visit with relatives and old time friends. Miss Delores remained for a longer visit at the home of her aunt, Mrs. Ferd Olson.

Mrs. F. C. Williams and daughter Frances, and Mrs. Frank Currah and daughter Helen, spent a few days in the Twin Cities.

Mr. and Mrs. R. C. Herschleb have returned from a trip to Seattle, where Mr. Herschleb attended the general meeting of the B. of L. E., he being the local chairman from here.

Henry Wyman, who has been a patient at the Moberidge Hospital, left for Miles City where he will go through the clinic. We hope for a speedy recovery.

Mr. and Mrs. R. S. Lewis attended the Christian Science lecture at Aberdeen on Friday evening, April 21st.



The lad pictured above is Morris Hardcastle, age 11, son of Switchman Edward Hardcastle in Moberidge, S. D. On April 14th, while returning from a visit to a dairy farm south of Moberidge he noticed a fire in one of a string of stored cars at Moberidge and ran all the way to the depot to find the Company Police Officer and report the matter. The fire was immediately extinguished, and because of this young man's promptness in getting aid, very little damage resulted. Morris knew that fires cost a lot of money, and got help right away so that the fire could be put out.

Mr. P. J. Burns of Miles City has displaced Edwin Carlson as first trick Car Clerk, Carlson in turn, bumping George Hilton as second trick Car Clerk. George Hilton left for St. Paul, where he will receive medical treatment.

Mr. and Mrs. H. L. Steinstra are enjoying a visit from their daughter and son-in-law, Mr. and Mrs. Lloyd Dunn of Crookston, Minn.

Mr. R. S. Lewis has been appointed Agent at Havelock, N. D., taking over his duties there on May 3rd.

Conductor J. G. McGuire of New England, N. D., is a patient at the Moberidge Hospital.

Misses Delsia and Henrietta Hourigan who are attending St. Mary's School at New England, spent their Easter vacation here with their father, Mr. Alrry Hourigan.

Traveling Engineer R. G. Webb of Miles City, is holding classes of instruction this week, at the Milwaukee club room.

In another part of this magazine you will find a write-up of little Morris Hardcastle, son of Switchman Ed Hardcastle, who discovered a fire in a box car in the East yards. Much credit is due this brave little 11-year-old boy who ran all the way to notify the authorities, thereby preventing what might have been a disastrous fire.

S. F. Childers, "Ding" gets his Glencross station on bulletin and will take up his duties there next week.

Mrs. Ora Bethke of Miles City, has displaced H. H. Rinderneck as cashier at Lemmon, S. D. Mr. and Mrs. Rinderneck are now visiting at the home of Mrs. Rinderneck's mother, Mrs. Fossum, at Sioux Falls.

Miss Wilna Kern of Seattle, spent a couple of days at Moberidge with friends.

Three new aldermen were elected at the recent city election, one of them being our popular "car toad" Jake Keller. "More power to you, Jake."

Mrs. A. J. Whipple of Seattle is spending a few days herewith her husband, Engineer Whipple.

Mrs. A. F. Manley and daughter Helen have returned from a trip to Minneapolis.

Mr. and Mrs. Chas. Pachen were called to Wessington Springs, S. D., by the death of Mrs. Pachen's sister, Miss Mildred Ferguson. Miss Ferguson was a former resident of Moberidge, having been employed here several years ago. We extend sympathy to the bereaved ones.

FREE advice to Brides!

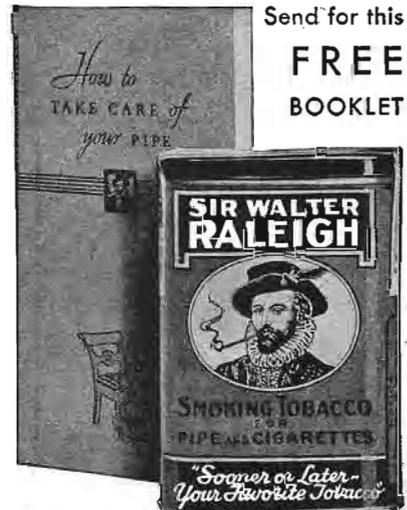


"HERE'S a way to avoid getting into hot water with your husband. Most husband troubles, like most hot water troubles, are caused by faulty pipes.

"The symptoms of a faulty pipe are black clouds of foul-smelling smoke spreading through the new home like tidal waves.

"No need of it, girls. Get your husband started on Sir Walter Raleigh Smoking Tobacco in a well-kept pipe, and you'll never have anything but happiness. Neither will he. For this tobacco is a mild, satisfying mixture of rare Kentucky Burleys that delights both sexes. I bring it to you fresh, wrapped in gold foil. Here's a book I've written about keeping a pipe. I might have called it, 'How to Keep a Husband.' It's valuable, and it's free to brides (and everyone else)."

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept K-36



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Lock Nuts and Water-Tight Bolts

Used on Rolling Stock of Leading Railways

MacLean-Fogg Lock Nut Co.
Chicago, Ill.

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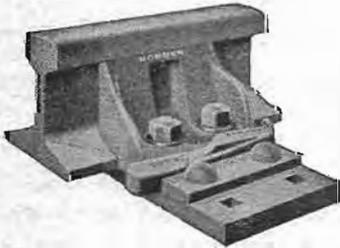
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The Morden Adjustable Rail Brace

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Morden Frog & Crossing Works
CHICAGO

17

17

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Capacity 40,000,000 Feet

Mills at Iron Mountain, Michigan

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Milwaukee Railroad Women's Club

(Continued from page 17)

Beloit Chapter

Mrs. Edgar Ruck, Historian

APRIL MEETING: Beloit Chapter held its monthly meeting on April 12th, called to order by the president, Mrs. Yahn. Reports were read and accepted. Welfare chairman reported an expenditure of \$78.83 for relief; 22 personal calls and 32 'phone calls. Ways and Means chairman reported \$10.25 made during the month. Sunshine chairman reported 10 personal calls, 14 phone calls and 4 cards sent.

Membership chairman reported a total voting and contributing membership of 103.

After the routine business, the outgoing officers escorted the incoming to their places and the new president, Mrs. Barrett, continued with the new business.

The Chapter will sew at the Municipal Hospital June 22nd. A bake sale was planned for April 15th.

Another of the popular pot-luck suppers was arranged for the evening of April 29th.

Mrs. Thurber, in behalf of the chapter, presented Mrs. Yahn with a bouquet of roses and a gift of linen in appreciation of her untiring efforts during her two years as president of Beloit Chapter. A social hour followed the meeting.

MAY MEETING: The May meeting was called to order by the new president.

Welfare chairman reported spending \$85.30 for relief and garden seeds, aid being given to 15 families. 12 personal and 32 phone calls.

Ways and Means chairman reported \$14.90 made on the bake sale, and \$1.44 from "Mile of Pennies."

The pot-luck supper held on April 29th was attended by 40. Cards were played and games by the children, with prizes awarded.

It was decided to discontinue serving refreshments at the home sewings. Another card party was planned for May 25th; and a picnic was discussed for some time in the summer.

An entertainment and refreshments followed the meeting.

Channing Chapter

Mrs. W. Porter, Historian

REGULAR meeting was held April 4th with Mrs. C. Hunter, presiding. The annual reports were read and approved. Our new officers for 1933 are: President, Mrs. C. Hunter; 1st Vice President, Mrs. W. Tuttle; 2nd Vice President, Mrs. L. Thiele; Recording Secretary, Mrs. C. Porterfield; Corresponding Secretary, Miss Jennie Johnson; Treasurer, Mrs. John Kramer; Historian, Mrs. W. Porter. After the business, cards were played, Mrs. Tuttle winning first prize and Mrs. W. Porter second prize. The committee in charge were Mmes. C. Christianson, C. Withers and L. McMillan.

We all regret the loss of one of our members, Mrs. R. C. Wanty, who passed from our midst on March 7, 1933.

The chapter gave a bake sale for the benefit of the boy scouts, netting \$10.52.

On May 2nd, the regular meeting was held. Reports read and approved.

Our Sunshine chairman, Mrs. A. B. Worthing, reported many sick calls and cards sent to the sick.

Tomah Chapter Activities

John Reichert

DURING the past winter and two preceding winters this Chapter from their regular income and from contributions made to the club by the employes of Tomah Shops, have maintained approximately 35 families of Railway employes, the heads of which were out of employment.

This effort on the part of the club relieved

the local community of the expense of maintaining these families. In other words, the community has, during this strenuous period, had the advantage of whatever activity there was at the Railroad shop, without having to assume any expense for maintenance of families located in the community on account of the shop, and for the time being without earning power on account of reduced activities at the shop.

In addition to the above, the heads of families receiving assistance through the influence of the Railroad Women's Club, have volunteered to perform service and have performed service for the city, consisting of trimming trees, cutting and removing brush from city land, raking public parks, and performing work for which city funds were not available.

The relief to the individual families was allotted through a committee consisting of two members from the Women's Club, one member from each craft, and two supervising officers of the shop.

Michael I. Caine

At the home of his son in Roundup, Montana, occurred the death last month of Michael I. Caine, veteran conductor on the Trans-Missouri Division. Mr. Caine had been in failing health for some time, but his death was immediately due to apoplexy.

He was a native of Hartford, Wisconsin, and entered the employ of the Milwaukee at the age of 14 years in his native state, whence he transferred to Lines west when the Coast Line was built, residing in Harlowton, Montana. Funeral services were held at Harlowton.

He is survived by his three daughters and two sons, eight grandchildren and one sister.

Mr. Caine was deservedly popular with the traveling public and his railroad associates, and his passing is keenly felt by all of his friends. The sympathy of The Milwaukee family is extended to the bereaved family.

Edwin R. Radtke

Edwin R. Radtke, telegraph operator at Ripon, Wisconsin, died suddenly of heart disease while attending a session of the circuit court at Ripon, May 10th.

Mr. Radtke had occupied the position of telegrapher at Ripon since 1896, all of his railroad life having been spent in that station.

He is survived by his widow, one daughter, his father, one sister and three brothers.

Funeral services and burial took place at Ripon.

No Ticket

Traffic officer (stopping fair woman driver): "Say, where's the fire?"

Lady driver: "In your eyes, you great big gorgeous patrolman!"

A Paying Trip

"You say Irene stumbled on purpose, just so she could be picked up by that eligible young man?"

"Yes, it was purely a business trip."

Politician, waxing warm, and warning the public against the imposition of heavier tariffs on imports:

"If you don't stop shearing the wool off the sheep that lays the golden egg you'll pump it dry."

Hard to Understand

An engine foreman with an injured foot was hurried to the hospital. After his wound had been treated, the nurse asked how the accident happened. He replied:

"You see, ma'am, it was this way. I was working for the company in the garden and I had only one snake working with me. He was standing on the goat's back porch ready to cut off a big battleship, and she was a heavy one. I was giving the eagle-eye a washout and yelling to the stinger to 'stop, stop,' but he gave the jack's boss a quick come-down sign and threw a kick into the drag. And my foot was caught in a frog, so here I am."

"Yes," the nurse responded, "but I don't quite understand."

"Neither do I, the darn fools must have all been crazy."—U. P. Magazine.

Preparedness

An old lady in church was seen to bow whenever the name of Satan was mentioned. One day the minister met her and asked her why she did so.

"Well," she replied, "politeness costs nothing—and, you never know."

There Aren't Any

Youthful Questioner: "What are diplomatic relations, father?"

Father: "There are no such people, my boy."

Tied and Untied

He: "Does the moon affect the tide?"

She: "No, only the untied."



John M. Horan and His 95th Birthday Cake

W. (Bicycle) Dixon Lowers Record

PAUL REVERE is not the only distinguished citizen who rode at night as indicated by the following news item which was clipped from a St. Paul (Minn.) newspaper dated Oct. 9, 1898:

"W. B. Dixon, in an attempt over the St. Paul and Lake Minnetonka course to ride a bicycle 400 miles in forty-eight hours, was forced to quit at 380 miles, but he lowered the 200-mile record from 16 hours and 5 minutes to 14 hours and 5 minutes."

The W. B. Dixon referred to is the genial general passenger agent of the Milwaukee Road. He was an employe of the passenger dept. at St. Paul at the time of his all night ride.

Stored away in the attic of his Evanston (Ill.) home is the bicycle he rode when he was the champion "Century Rider" of the Northwest and if a gasoline shortage or some other cause would clear the maze of traffic he says that he would pedal his way over the 15 mile route daily to and from his office in the Chicago Union Station.

L-O Cattle Win

Herefords from Montana Top Chicago Market

"THEY came from Montana. They were bred and raised on the L-O Ranch south of Miles City. They were shipped to market last fall via the Milwaukee Road." So might the head-lines read concerning two lots of white face calves.

Ed Light, Manager of the L-O Ranch, just received word from C. L. Most, Ottawa, Illinois, in charge of 4-H Club Work, that the grand champion baby beef steer was purchased from his Ranch. Forty head of these L-O calves were fed by LaSalle County, Illinois, boys and girls, and shown at one of the best baby beef shows of its kind in the State.

Almost at the same time, Walters and Dunbar, livestock commission agents, Union Stock Yards, Chicago, informed Mr. Light that two carloads of steers, grown on the L-O Ranch, and fattened in the corn belt, topped the Chicago market August 29.

Both of these announcements are the best evidence of quality, health, vigor and finishing ability of Montana grown cattle, especially those from the L-O Ranch. Incidentally; they are proof of the fact that in the Milwaukee served area of Montana corn belt, feeders can purchase steers that will win in the show ring as well as top the market.

Right

"Money," said the social reformer, "is the root of all evil; it means trouble."

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FOR RENT—Furnished cottage, screened porch, inside plumbing, electric lights, row-boat with cottage, 200 feet lake front, fishing, horseshoes, swings and golf. Season, \$125.00, Month \$50.00, Week \$15.00. Located at Grass Lake, Ill., 3 miles north of Fox Lake on C. M. St. P. & P. R. R. R. E. Dove, 1623 Columbia Ave., Chicago. Tel. SHEldrake 8281.

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FOR SALE—One Adams No. 2 Type Motor Car in very good condition. Wm. Frommes, Sec. Foreman at Elk River Jct., Iowa. P. O. address Lyons, Iowa.

FOR SALE—Ringneck Pheasant Eggs, \$2.00 per dozen. Golden Pheasant, Silver Pheasant and Mutart Pheasant Eggs, \$5.00 per dozen. Mixed Creed Bantam Eggs, \$1.00 per dozen. J. S. Spurr, L. B. 506, Sanborn, Iowa.

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FOR EXCHANGE—Equity of \$2,000 in 10-room house on 27½x125 ft. lot on Chicago's north side. Two-car garage with small shop in connection. Will exchange for acreage with house located anywhere in Northern Illinois or Eastern Iowa. Address C. S. Shaw, 2422 N. Racine Ave., Chicago.

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FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

On March 15th, SFSX-SOSX, Condr. F. W. McCloska, 11:20 a. m.—when at a point about one and one-half miles west of New Lebanon, saw dust flying and immediately applied the air from the rear, bringing train to a stop within a distance of about 700 feet (moving about 40 miles per hour). Inspection developed that WCL 5308, ninth car ahead of caboose, had broken axle and broken wheel, resulting in damage also to three other cars. The detection of the condition of the train no doubt averted a serious accident and Condr. McCloska is commended for his watchfulness.

Back of the Verdict

A certain man was charged with stealing a pig. When brought into court and asked what kind of a trial he wanted, he said a trial by jury. He tried to engage an attorney. "Did you steal the pig?" he was asked. "Sure," said he. "Have they the goods on you?" "I believe so." "Well, then, why engage a lawyer? Why not plead guilty and throw yourself on the mercy of the court?" "I want an attorney, and if you will not serve, I will get another one." "All right, then," said the attorney, "I'll take the case."

When the case was tried the jury rendered a verdict of not guilty, in spite of all the evidence being against the man. The attorney for the defense, taking his client into another room, asked him: "If you admit your guilt and the jury knows you are guilty, why did they render a verdict of not guilty?" "Well," said the client, "that is easy. That jury had part of the pig."

Motorist (inquiring his way): "Boy, am I all right for the zoo?"

Bright Lad: "As far as I know you are, Mister, but I'm not running the zoo."

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