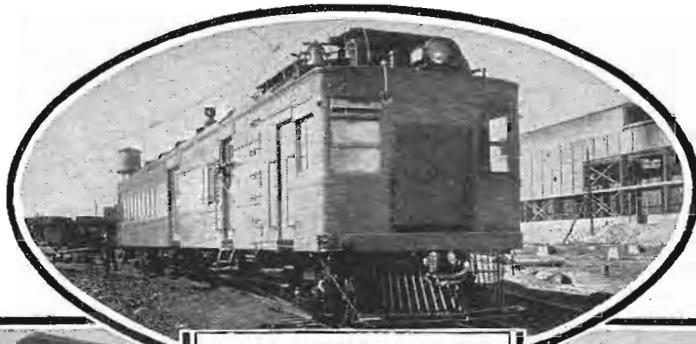


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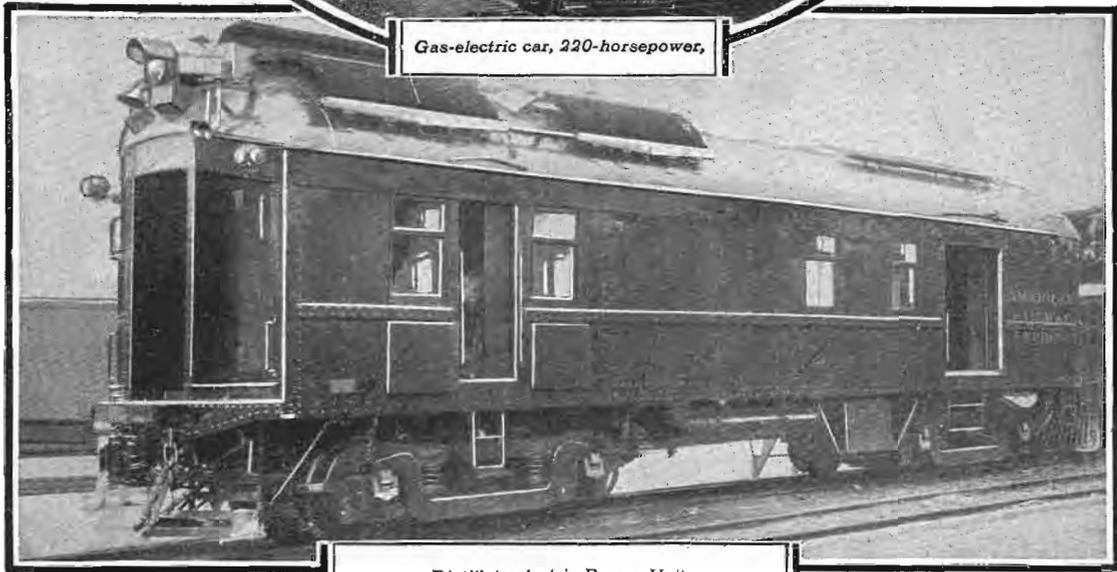
# MILWAUKEE MAGAZINE

MAY, 1929





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*Distillate-electric Power Unit,*

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## His sons did not wait until they were 45

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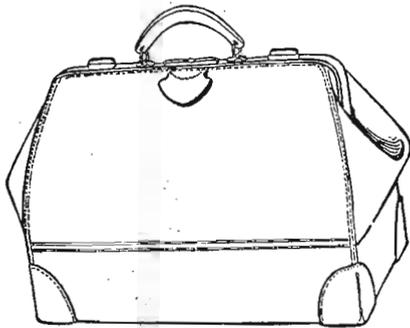
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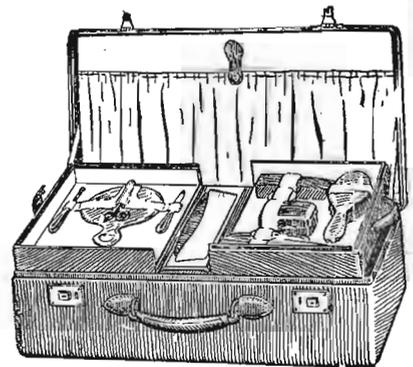
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## The Towns and Resorts of the Wisconsin Valley Division

*E. A. Lalk, Assistant General Freight Agent*

THE Wisconsin Valley Division serves the playground of the Middle West; the Fisherman's Paradise. Summer camps, pleasure resorts, and private estates, bordering on a thousand lakes, make this part of the State of Wisconsin the haven of summer tourists; and people from every state in the Union find comfort, rest, and relaxation in the midst of cool and beautiful surroundings during the summer months. Winter, as well, holds attractions for those who enjoy the rigor of winter sports; snowshoe hiking through virgin forests of pine; skiing, skating, tobogganing; games of hockey and curling, hunting of deer and bear, ducks and geese in season on the wild rice lakes; furnish sports for thousands of city dwellers in the fall and early winter.

Travel to this district is brisk at all times. In the summer months the Fisherman's Special is crowded with tourists and sportsmen, while Valley Nos. 2 and 3 in the winter months are always well filled. Passenger business on the Valley is good, and as this is true of passenger business, it is likewise true of freight. The Wisconsin Valley is one of our heaviest divisions for lumber and paper tonnage.

The history of the Valley Division is practically modern. It is not an old division, and men who helped to build it are still working on the division.

The history of the lumbering industry, however, dates back forty or more years before the railway. A number of saw-mills were in operation on the Wisconsin River as far back as 1840. The Wisconsin River is closely connected with the early history of the district from which it receives its name—the Wisconsin Valley.

The Wisconsin River has its source somewhere among the group of lakes in the Lac Du Flambeau region, and its course of two hundred miles leads through Tomahawk, Merrill, Wausau, Wisconsin Rapids, Portage, and then west to the Mississippi River near Bridgeport on the Madison Division. This two hundred miles of river has many rapids and waterfalls which originally brought grief to many log and timber rafts, but which now furnish hundreds of horsepower to run the paper mills and other wheels of industry on the Valley Division, and transmission lines carry power in a chain hook-up to other parts of the state.

The old-time log sailor is fast disappearing, but occasionally we run across an old timer, and, when we do, we listen with interest to the stories he has to tell

of the early days on the river. In the sixties many Indians roamed this territory in small bands. History records that they were as a rule a peaceable lot and gave little cause for complaint unless treacherously dealt with by the whites, or while under the influence of "Schotowaboo" (Indian for whisky). The woods were then and now are, in a lesser number, of course, inhabited with wolves, bears, lynx, elks, and red deer, and each

### Mother

*Walter E. Ruemelin*

Life is fraught with joys and cares—

But age doth all compose,  
No matter how each mortal fares—

Dear mother bideth close.  
We pledge to her, in word or song,

In smiles, love, gratitude.  
The days we live—to her belong:

We owe what she imbued.

fall, hundreds, yes, thousands of deer, are still slaughtered by hunters.

The Wisconsin Valley Division has about three hundred miles of railway, including branches. Its southern terminus is New Lisbon, and its northern, Star Lake.

The first station of any size north of New Lisbon is Necedah—from the Winnebago, meaning "yellow water." The Chippewas called it "Kaunewinne," meaning the same thing, yellow water. The water in this river (The Yellow River) has a yellow ochre color and the bottom looks like iron rust, yet the water is not affected for drinking. The first saw mill in Necedah was built in 1851, and in 1854 the second mill was built. There have been no saw mills in operation at Necedah since 1898. Farm products and pulp wood form our tonnage today.

Sprague and Finley are small places, shipping what we call "farmer logs" and pulpwood.

Babcock, named from Congressman J. W. Babcock, an early lumberman and organizer of the Babcock Land Company, was at one time a division point on the C. M. St. P. & P. Railroad.

The Lynn Line, branching off at Pittsville Junction and ending at Lynn, Wisconsin, traverses some of the finest of Wisconsin Dairy Land. Here you will find the original settler with his log cabin and barn supplanted by a modern country house and large dairy barns with modern equipment. This is the land of the "Sugar Bush," maple syrup being produced in abundance in this section.

Mather, Wisconsin, located on a branch extending southwest from Babcock, is noted for its vast cranberry marshes, also for its Sphagnum Moss, which commodities are collected from the surrounding territory, concentrated, and shipped in solid carloads to points throughout the entire country. You may find Mather Moss in your florist's possession today.

Cranmoor is the center of the cranberry industry, from a shipping standpoint. Adjacent to this station are the world's largest cranberry marshes. Many of my readers may be astonished to learn that the Milwaukee line serves the largest cranberry marshes in the world, and that these marshes are in Wisconsin. These marshes are owned by the whites but are worked mostly by the Indians. The larger water reservoirs for the marshes are great duck and geese feeding grounds.

Nekoosa (originally Baussee) and Port Edwards are twin cities. Port Edwards was first known as Frenchtown, and afterwards named Port Edwards from John Edwards, an honored and early citizen. The history of Nekoosa and Port Edwards is the history of the Nekoosa-Edwards Paper Company. It had its inception in 1840, when John Edwards, in partnership with Henry Clinton, built a saw mill. This original partnership was the nucleus of the present plant of the Nekoosa-Edwards Paper Company. Through the efforts of the Alexander and Nash families this industry has reached an enviable place in the paper industry of the country. Now, a word as to what development is being undertaken by this company to adapt it to modern conditions. A realization of the fast diminishing supply of pulpwood for papers has prompted a re-forestry program on their part, which, I believe, is first in size in the country today. The requirements for pure water in paper manufacture were met by the construction of an artificial lake whose shore line is 27 miles long. Pages could be written on the activities of this concern, but suffice it to say that their policy can be summed up in the words "most progressive."

I do not wish to pass this section without saying something about the beautiful country between Port Edwards and Wisconsin Rapids. At this point you are impressed with the wondrous beauty of the Wisconsin River location, and the lavishness with which nature has surrounded it with grand and inspiring scenery. The first time I saw it, it took such a hold on me that I never come in sight of it that I do not have a feeling of awe at its grandeur. I have seen many places of interest in my life, yet in all my travels I have never seen anything or any place that so captivated me at once as when I first beheld its glorious attractiveness.

Wisconsin Rapids is the county seat of Wood County. This county is one of the largest shippers of cheese in the world. Wisconsin Rapids is a manufacturing and agricultural center. The most important manufactured products are paper and pulp, camp stoves, camp equipment, clothing, overalls, all dairy products, refrigeration equipment, fibre cartons, and canned vegetables.

The United States Government maintains an Indian agent and a complete organization at Wisconsin Rapids to care for the Winnebago and Pottawattamie Tribes, some sixteen hundred Indians being served by the agency. They are a familiar sight on the streets of Wisconsin Rapids.

Wisconsin Rapids was known as Grand Rapids up to 1920, and Grand Rapids was the consolidation of Grand Rapids and Centralia. The original Indian name was Ah-dah-wah-gam, meaning two-sided rapids, as the rapids of the Wisconsin River were divided here by a great boulder. The Wisconsin Valley Railway, now the Chicago, Milwaukee, St. Paul & Pacific Railroad, entered the town in 1873.

The Consolidated Water Power and Paper Company startled the paper world in recent years by installing the fastest paper machine ever built; it was capable of running 1,200 feet of newsprint paper per minute, and producing approximately one hundred tons of paper per day.

The products of The American Carbonic Machinery Company are nationally known, and one of this company's machines cools and washes the air in our Union Depot, Chicago.

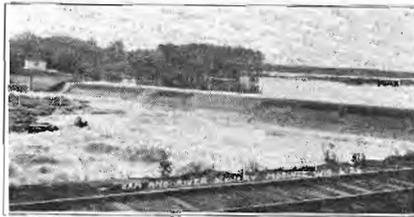
Rudolph, Junction City, and Dancy, are typical cut-over timber towns. Junction City receives its name from the crossing of the Soo Line.

The town of Knowlton was named after a small town in New Jersey. For years the old "Country Inn" at Knowlton was the half-way house between Wausau and Stevens Point. The old building still stands, and is used as a store. In 1874 the railroad bridge was completed over the Wisconsin River, and the line entered Knowlton. The first operator at Knowlton is still living, a retired railroad man, at Meadowville, Washington. The lumber is gone and now potatoes and peas form the railway tonnage.

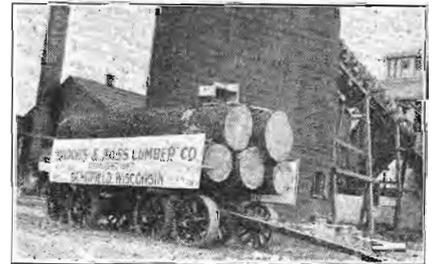
Mosinee, named from an Indian chief, was originally known as Little Bull; just why the name "Little Bull," no one knows, except perhaps the roar of the rapids through a very narrow slit in the granite rocks may have suggested the bellowing of a young bull. The Bull family names were given to the various rapids on the Wisconsin such as Bull Calf, Bull Junior, Bull Sampson, Big



A Valley Division Trout Stream



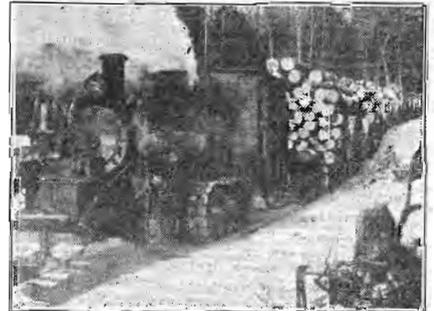
Wisconsin River Dam, Mosinee, Wisconsin



White Pine Logs



Mosinee Paper Mills



Steam Logging Tractor, Brooks & Ross Lumber Company



Lime Sludge Fertilizer, Product of Paper Mills

Bull, Jenny Bull, Grandfather Bull, Grandmother Bull, etc. The first saw mill at Little Bull Falls was built by John L. Moore in 1839. At that time the country around Mosinee was a howling wilderness. Stories enough to fill a book are told of rafting through the slit of Little Bull Falls.

The principal industry is the Mosinee Paper Company, manufacturing principally Kraft paper. J. C. Jusesen is traffic manager of this firm, and an outstanding figure in traffic matters on the Valley Division.

At Rothschild is located the plant of the Marathon Paper Mills, one of the largest paper manufacturing firms in the country.

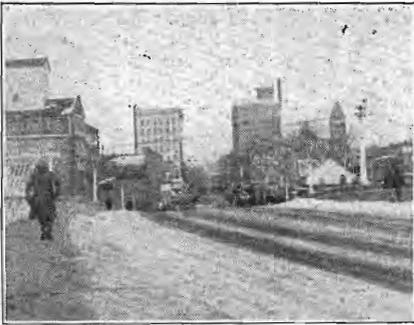
At Schofield is located the plant of the Brooks and Ross Lumber Company, one

of the oldest pioneer lumber companies in the state, and the lumber from this mill finds its market throughout the middle west.

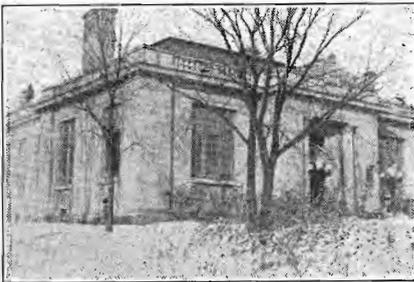
Wausau, which in Indian means "Far Away" is the largest town on the Valley Division. Divisional headquarters of Superintendent B. F. Hoehn are located here, on the site of the original Big Bull Falls.

The first saw mill was built in Wausau by George Stevens in 1840. The lumber was rafted down the Wisconsin and Mississippi Rivers, and found its market in St. Louis. Wausau was settled originally by the English, afterwards the Germans predominating. The railway entered Wausau in 1874.

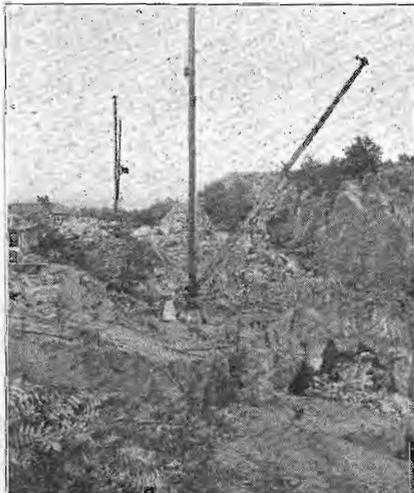
Wausau has had a steady and substantial growth, no booms or serious depressions. The transition from lumber to other manufacturing and agriculture has been steady and without flurry. There are at present three saw mills in Wausau, three sash and door factories, one veneer mill, and two box factories. In addition, Wausau boasts eighty-five other manufacturing plants, such as shoe fac-



A Wausau Business Street



Public Library, Wausau



Anderson Brothers & Johnson Stone Quarry, Wausau



Freight House Force, Wausau

tories, quartz mills, condensed milk plant, battery and monument factory, furniture plants, manufacture of toothpicks, heavy machinery, etc.

Wausau is a very modern city, having many public buildings, fine schools and churches, well paved streets, fine hotels and hospitals, and beautiful homes. It has many very progressive and wealthy citizens, whose interests are in Wausau and nothing can stop its progress towards becoming one of the largest and most prosperous cities in the state. Our line is well located there and we have an

equally progressive aggregation of railway boys on the Valley Division. Overlooking Wausau is interesting Rib Hill, a granite bluff, the highest point in the state of Wisconsin.

At Brokaw is located the Wausau Paper Mills.

Merrill, formerly called Jenny, is the gateway of Wisconsin's wonderland of lakes. Merrill for years was the most important shipping point on the Valley Division. This was in the heyday of the lumbering industry.

Merrill is named in honor of S. S. Merrill, the first general manager of The Milwaukee Railroad. The rail line was built into Merrill in 1881. The town was laid out in the anticipation that a great city would some day stand upon its site. Beautiful parks, bridges and public buildings bear evidence of the public spiritedness of the citizens. They have made Merrill a beautiful place to live in as well as work in. Lumbering is still the principal industry. Here are located the Stange Lumber Company, The Heineman Lumber Company, and the sash and door plant of the Anson, Gilkey and Hurd Company, and the Merrill Woodenware Company.

The territory around Merrill is ideal for dairying and diversified farming. The Grandfather Falls Paper Company is a going concern. Iron and steel articles, meats, paints, confectionery, and canned milk and vegetables add their volume to a good tonnage for the railway.

Contrasted with the primitive railway service which was so keenly appreciated in the spring of 1881 when the railroad first arrived in Merrill, the service today is as different as are all the other conveniences of modern life in comparison to the pioneer life of half a century ago.

The Newwood Line, named after the Newwood River, which traverses this section and flows into the Wisconsin River, is a branch of the railroad which has always been used in connection with the Stange and Kinzel interests as a logging line. I understand, but cannot say authoritatively, that it was our intention at that time to construct a railroad through to Duluth, Minn. The

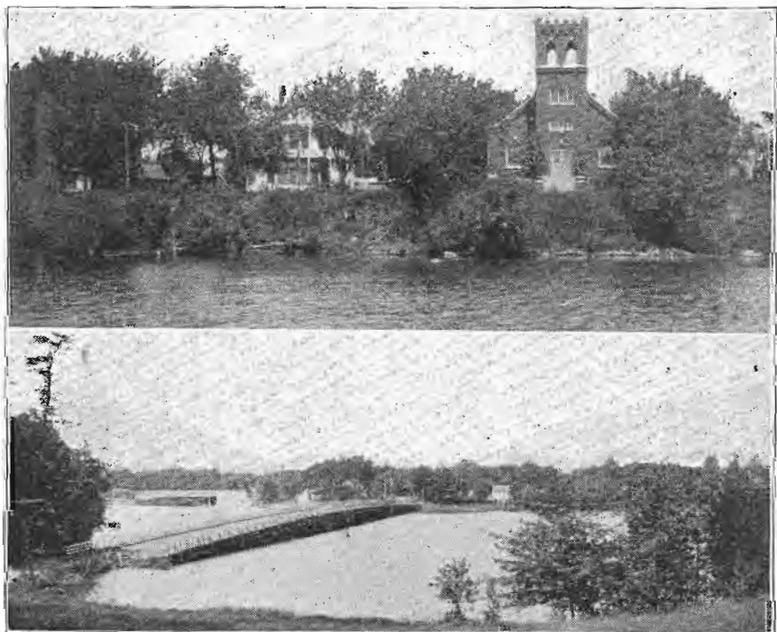
construction of this branch to Newwood with its 75-pound steel and substantial bridges bears out this statement. A trainload of logs is brought in daily from the Kinzel Lumber Company's camps. There are very few settlers located along this line, the territory still being in the logging stage.

The Gleason Line. Twenty years ago it was said that the forest had been depleted in this section, yet daily trainloads of logs are coming from the northerly end of this line to the saw mills at Merrill and paper mills along the Wisconsin Valley Division. The soil in the vicinity of the Gleason Line is a heavy clay loam, producing pastures, which have enabled the settlers to stock their farms with fine dairy cows, whose products are the mainstay of the large milk plant at Merrill. In the transition stage between logging and dairying the sale of cord-wood and kiln-wood, which is shipped to the lime kilns, is an important factor.

Irma is the principal place between Merrill and Tomahawk. The town was first called Courtland after Courtland Munro, the builder of the first saw mill. When the railway built into the town the name was changed to Marietta, and in later years again changed to Irma. The timber is gone around Irma and the mill has long since been abandoned.

The site of Tomahawk was practically an uninhabited wilderness as late as 1885. The tracks of the Valley Division were completed into Tomahawk in the fall of 1887.

Tomahawk is located at the confluence of the Tomahawk and Somo Rivers with the Wisconsin River. Many of our officials will remember well the Tomahawk Land and Boom Company, as they helped to run it. W. H. Bradley was the father of Tomahawk; he was the leading figure in the founding of the city. While lumber was the principal industry at Tomahawk in the early years, this was superseded by the paper industry in 1895. Two large mills are now operating, the Tomahawk Kraft Paper Company and the Tomahawk Pulp & Paper Company. Connection is made at Tomahawk with the Marinette, Tomahawk and Western



Two Views on Lake Minocqua, Wisconsin



Lost Lake Resort, Sayner, Wisconsin

Railway. Our agent at Tomahawk, G. L. Grube, has written a very interesting history of Tomahawk, and I regret space will not permit more detail. I would like to tell of lots of good fellows around Tomahawk, such as our good friends Mark Raymond and C. H. Grundy, both of whom know where the fish live and can call them by their first names. I have decided traffic men are poor fishermen. I had occasion to have two members of the fraternity out with me last year near Tomahawk, and anyone who will attempt to throw a three to four-pound black bass over his head, or doesn't give the slack line to a ten-pound pickerel is a hopeless fisherman.

The Valley Division is crossed by the Soo Line at Heafford Junction.

Harshaw, Goodnow, and Hazelhurst are potato shipping stations. The prospects for increased potato growing in this district are good.

At Minocqua we are in the center of the lake and resort country. Minocqua is Indian for "Noon Day Rest." The Indians so called this site because, being located on an island in the middle of a chain of lakes, they were wont to stop for their noon meal on their passage up or down the lakes.

Our stations north of Minocqua are for the most part logging spurs and stations created to handle the tourists going into

the one thousand or more lakes which are thickly scattered north to the Canadian Line.

If you wish to become better acquainted with the lakes and resorts of this region, our Passenger Department publishes a circular map entitled, Resorts—Northern Wisconsin and Michigan.

As there are so many lakes and resorts it is not possible to detail the different advantages. I do want to say, however, that the resorts are ideal and can be found to fit any man's pocketbook. There is fishing in abundance, from still fishing for pan fish to the angling for the Tiger Muskie, or casting for brook trout. The Fisherman's Paradise is a true slogan for the country.

Generally speaking, our line is well located from a rail standpoint at all competitive points, but every foot of the Wisconsin Valley Division is competitive territory, either directly or across country.

Send your tourists to the Valley Division and you will have repeaters.



Into the Lake Country

## Early Days in the B. and B. Department

Neal Gregory

SOME early reminiscences pertaining to the maintenance of bridges and buildings on our good old Chicago, Milwaukee and St. Paul Railroad, now reorganized as the Chicago, Milwaukee, St. Paul and Pacific Railroad, "The Milwaukee" for short.

The writer went to work for the C. M. & St. P. in the early fall of the year 1880 in a bridge and building crew on what was known at that time as the Racine and Southwestern Division in Iowa. Our territory did not extend east of the Mississippi River. However, we were called upon occasionally to move across the river to help out at Savanna, Ill. Our last work at Savanna was the erection of the old style hand crane and bucket coaling plant, long since in the discard.

At this early date there was no regularly organized Bridge and Building Department.

Mr. D. A. Olin was our superintendent, with Mr. C. H. King, whose title was known as master builder in charge of the bridge and building construction work on the Division. Mr. King was ably assisted by his brother, Theodore King, and Mr. Wm. Courtney; Mr. Jeff Smith was the foreman in charge of our gang. No doubt some of the old timers

can remember this outfit. Mr. Everhart and Mr. Sam Kinder were in charge of the B. & B. crew in this territory at this time. Mr. Munsell was also on the job in charge of the water supply service.

In the years 1881-82 there was great activity at Marion, Iowa, and vicinity, in preparation for extending the line across the state of Iowa and into Council Bluffs. My boyhood chum, C. A. Keller, and I were induced to transfer our labors to the Council Bluffs extension, where we were placed in charge of B. & B. crews. It was at this time we were fortunate in meeting Mr. N. H. LaFountain, a true and trusted friend, who had decided to take service on the railroad. The friendship formed with Mr. LaFountain endured until his passing away. Even after I had left the service of the railway company for a period of time we kept in touch with one another through correspondence.

The following few years, during the construction of the extension of the lines to the Missouri River, were indeed active years for everyone engaged in the various department activities, especially those engaged in bridge and building construction. I often think of the inconveniences and hardships we were required to undergo and how cheerfully and loyally the employes went through it all.

The B. & B. crews had no dining or bunk cars in those days, but instead we were required to seek lodging and meals

wherever we could get in; and sometimes it was quite a problem to find a place to sleep. I recall one particular instance when we were unable to secure lodging at the hotels or lodging houses on account of their being overcrowded; and we finally went to a farm house and explained the situation. The farm people said there was no room in the house as they also were crowded, but if we wished we could sleep out in their new grain house which was just filled with newly-threshed oats. They said they could furnish us with good, clean blankets and quilts, and it is needless to say that we jumped at the chance. One of the boys rolled off the blankets during the night, but "we should worry," and all had a good night's sleep and rose cheerfully in the morning, ready for another hard day's work.

Our men worked ten hours every working day and were often called out on a Sunday, but as we knew nothing about overtime or penalty time, it all counted as a day's work regardless of the hours worked.

During the construction of the Council Bluffs extension the work was handled under the management of a Construction Department, a department entirely separate from the Operating Department. This department was under the able management of Mr. Frank Kimball, chief engineer of construction. When the line was ready for operation it was turned over to the operating department.

Following the completion of the Council Bluffs extension our railroad was engaged in the construction of various new lines and extensions.

After the Council Bluffs extension was turned over to the Operating Department, Mr. A. J. Earling was placed in charge as superintendent. Later, Cap. Beardsley came as his assistant and Mr. E. A. Ingham was appointed chief carpenter, a grand old man and a practical mechanic who was dearly beloved by all who came in contact with him. He remained on the job for many years.

The next new construction job we were engaged on was the first section of the Kansas City line, extending from Marion to Ottumwa, Iowa. I haven't the exact date when this work was started, but think it was during the year 1884.

I was the foreman selected to take charge in the field, of the erection of the Howe truss bridges on this line (the pile bridge work was done by contract). The track-laying operations were started at Hedrick, a small station north of Ottumwa. My instructions were to proceed with my entire outfit by way of a foreign railroad to Hedrick and report to Mr. Sheldon, engineer in charge. I was also provided with a letter from Mr. Kimball to Mr. Sheldon. I am inclined, right here, to tell of my first meeting with Mr. Sheldon, whom many of our old timers will remember. While Mr. Sheldon was widely known over our entire system, it was my first contact with him, and as my reception was typical of the man, I feel certain some of our old employes will enjoy reading about it. When I first saw Mr. Sheldon, it was at the boarding house, and naturally I mistook him for one of the neighborhood farmers. Consequently, what was my surprise when I called at Mr. Sheldon's office to find the neighborhood farmer man in charge of the operations there. I approached and

(Turn to page 26)



T. E. Morken



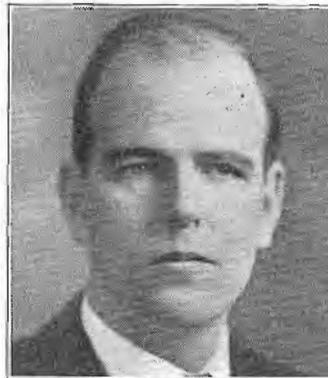
J. J. Oslie



E. F. Bowman



H. O. Monge



D. A. McMillan



Oliver R. Anderson

## “The Passenger Department Headquarters of the Twin Cities”

THE caption at the head of this story is quoted from a Milwaukee Magazine of June, 1917, and the story of that day was when the leadership in that locality was in Mr. W. B. Dixon, then assistant general passenger agent, but since transferred to Chicago as the general passenger agent. When Mr. Dixon came to Chicago the office of assistant general passenger agent in the Twin Cities was abolished and Mr. L. M. Jones, now our popular and dynamic superintendent of sleeping and dining cars, assumed the leadership in St. Paul with the title of general agent, passenger department.

In March of this year, the office of A. G. P. A. was re-established there with Mr. J. J. Oslie, the incumbent, as was announced in the last issue of the Magazine.

In that early story was something of the history of pioneer railroad days in the Northwest; something recalling St. Paul when it was “a pleasant place located on a site along the river bank, negotiated from the Sioux Indians by the Treaty of Prairie du Chien.” . . . Also, “It was a great event in St. Paul when the Milwaukee & St. Paul Railway reached the town—it bore the city’s name and was adopted immediately; and its place and prerogative never have been set aside.” . . . “Those who went to St. Paul to man the new railroad offices were able and full of vim—enthusiastic boosters for the new Northwest and confident of its ultimate supremacy.” . . . “Our city offices in St. Paul were places of inspiration, right in the front line of

trenches, to speak modernly; and if you happen to have been in the harness back at headquarters in Milwaukee, in those early days and heard the general passenger agent announce that he was going to St. Paul, you knew intuitively, that the forces were gathering for battle. With pride it may be recorded that it wasn’t often the “St. Paul Road” was not victorious.

Mr. J. J. Oslie who now occupies the chair of assistant general passenger agent with jurisdiction over a large slice of the big Northwest, entered the service of this company in 1918 as assistant ticket agent in Minneapolis, and his field of service has been in that city with a few years as traveling passenger agent. He came from the position of city passenger agent in Minneapolis to his present position.

No railroad man of that territory enjoys a wider acquaintance or a greater popularity among the people who travel than does the new A. G. P. A., and his friends join with the Magazine in extending congratulations. Mr. Oslie has a marvelous record in the matter of securing business and of convincing prospective patrons that the railroad he represents is the world’s finest product.

The advancement of Mr. Oslie brought about many other changes and promotions. In St. Paul, Mr. E. F. Bowman becomes general agent, passenger department, and “Gene,” as he is familiarly known, has been busy receiving congratulations from his hosts of friends. Mr. Bowman is a veteran of thirty-six years of service, commencing as telegrapher on

the River Division, serving as agent, operator and ticket clerk at various stations on the River Division before entering the passenger department. Succeeding Mr. Bowman as city passenger agent is Oliver R. Anderson, who started with the company as station baggageman at La Crosse, Wisconsin, in 1920; was promoted to ticket seller at that station in 1921. Transferred to St. Paul as cashier in city ticket office, in 1926; seller in that ticket office in 1927, and promoted in March of this year to his present position.

Mr. H. O. Monge, the new city ticket agent, entered the service of the Milwaukee Road in 1913 in the St. Paul city ticket office. Prior to that date he had been in the employ of other railroads of the Northwest, and also was in the ticket office of this company at Minneapolis. He came to the Milwaukee in 1913 from the Southern Pacific Railroad at Portland, Oregon.

In Minneapolis, T. A. Morken is the general agent, passenger department, a new office in that city. “Tom” is one of the most popular passenger men in the country. He is an “old-timer” on the Milwaukee, if so young a man may properly be termed as such. Here is what that story of 1917 already quoted, has to say of him. “Tom Morken is a character. Whether or not he has lived in a passenger department all his life doesn’t matter. He’s ‘there’ now, and as a home bringer of bacon, has few equals. If you should ask him about his friends, he would modestly and reluctantly inform you that it would be impossible to treat the subject properly without a revised or extended numerical system. And Tom would be right, for wherever he is, and

he's always on the go, he is among friends. His trump card is his happy disposition. Reporting on any occasion or event of whatsoever nature, he always ends by saying "and a good time was had by all." The above "goes" for Tom, today just as well as it did twelve years ago.

With Mr. Morken in the new Minneapolis office is Don McMillan, city passenger agent, another popular Milwaukee product, trained in the traditions of this company. With such a team as Morken and McMillan, the Minneapolis office will put over a splendid record.

### Some Observations of a Country Station Agent

*By an Agent*

WEBSTER'S definition of "Courtesy" is civility—A lady's bow—politely dignified. However, had Webster lived in this highly competitive age, he may have been constrained to add that "Courtesy" means more business with resultant financial gain, all of which reminds us that as a boy we worked for an Eastern Railroad—this railroad treated us so fine, that the memory always lingered, and later as we came west and started selling tickets throughout these United States, we always kept our boyhood friend in mind and routed open minded passengers via this line. Our ability in salesmanship resulted in our routing 18 long distance tickets over this line in a period of 15 months, half of them round trips with a total value of approximately \$800, when we felt the need of a vacation. As we had begun to feel that we had a proprietary interest in our boyhood friend, it was the natural thing to request a pass over the line and eventually the trip commenced. Bowling along through Ohio, our old stomach began to remind us that we were fat and forty and that a bottle of soda pop might temporarily restore that lost youth, acting on the mental suggestion, we wandered up ahead in the day coach where the news agent held forth, appeased Mr. Stomach and sat in a nearby seat. Now the conductor looked like a congenial sort, he was large of girth and had every indication of having been on the first work train when the golden spike was driven, but when he asked me why in H— I didn't stay back in the sleeper where I belonged, I just naturally reverted to type and talked like we do to the way freight conductor when he is trying to argue us out of switching the house track. The altercation left a temporary bad taste in our mouth, the remedial measures of the soda pop were defeated, but our boyhood friendship remained unshaken. We will continue to favor our friend, our hide is thick and it takes dynamite to get under our skin, but the moral might be—be polite, even to a deadhead; sometimes he carries influence on his hip.

Windy Bill is our friend, he is also skipper on one of our crack trains, now Bill is a good fellow, wouldn't harm anyone, his one big fault is that like some broadcasting stations, he broadcasts, but doesn't say anything, unlike the radio station, when you're on his train, you can't tune him out, you've just got to listen. Coming east not long ago, Bill had as a passenger a young miss of 18, who had come from the west coast, the time table said the train would stop at

her destination station to let off passengers; but Bill figured that if the young lady would debark at the previous division stop, it would save him making the extra station stop, she could take the local in the morning and the superintendent wouldn't be asking those fool questions

she mailed a postal card at the station to the folks out west and she emphasized the disagreeable part of her trip. Some traveling passenger agent is going to be 80 per cent handicapped the next time he solicits business from that immediate family.



**The New Milwaukee City Ticket Office in Omaha**

Above are pictured exterior and interior views of the new City Ticket Office in Omaha, located in the handsome new Farnam Building, 1611 Farnam Street. General Agent W. E. Bock, standing at rear in the lower view, is very proud of his new home.

why time was lost on the hill. The young lady who had paid a good price for her ticket, knew her rights and stood upon them, not however without a lot of conversation with Bill. This instance was told to me by one of my brother country station agents, who in returning home from lodge about 1:30 in the morning, found a very indignant young lady standing on the street corner, he being the father of several daughters fell in conversation with the young lady, who told her tale of woe. The following morning

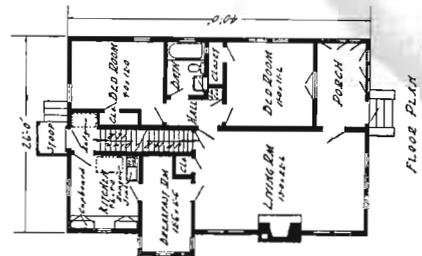
With the bus, the automobile and now the airplane reaching out for the traveler's dollar, it behooves all of us who get our bread and butter from our company, to exert ourselves. Being courteous is one of the easiest and cheapest investments that can be made. Natural courtesy is an indication of good breeding, if you have a girl or a boy, you strive to give them the best possible in education, you glow with pride when they show breeding and politeness in public, why not set the good example yourself?

# MILWAUKEE EMPLOYES PENSION ASSOCIATION MEMBERS ENTERED ON PENSION ROLL MARCH 1929

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

Name	Occupation	Division or Department
Charles H. Snell	Conductor	Illinois Division
Maurice C. Murphy	Crossing Man	Police Department
Anton Weber	Crossing Man	Police Department
Josaph M. Pool	Section Laborer	Iowa Division
Chas. A. Carmer	Section Foreman	Kansas City Division
Isaiah Timmins	Box Packer	Kansas City Division
John E. Leeman	Engineer	Milwaukee Terminals
Wm. Elske	Section Laborer	LaCrosse Division
Chester W. Smith	Pumper	LaCrosse Division
John M. Letendre	Stationery Fireman	Wisconsin Valley Division
Louis Anderson	Freight Handler	Twin City Terminal
Edward H. Knoebel	Section Laborer	I. & D. Division
C. F. West	Engineer	Southern Minnesota Division
John Haerle	Carman	Milwaukee Shops
John Lenz	Trucksmith	Milwaukee Shops
Gottlieb Gohl	Machinist Helper	Milwaukee Shops
J. R. Campbell	Millman	Dubuque Shops
Frank J. Willging	Carman	Dubuque Shops
Charles S. Johnson	Carman	Minneapolis Shops
Julius Plaumann	Upholsterer	Milwaukee Shops
William Lally	Conductor	Iowa Division
Simon Flanagan	Roundhouse Laborer	Kansas City Division
William T. Summers	Switchtender	LaCrosse Division
John S. Dunn	Engineer	LaCrosse Division
Herman Miller	Carpenter	LaCrosse Division
Fred Prochnow	Laborer	LaCrosse Division
Eugene Horr	Train Baggage Man	Madison Division
William Fisher	Boilermaker Tester	Terre Haute Division
Gus Fagerlind	Section Laborer	River Division
George Tely	Train Baggage Man	I. & M. Division
Peter J. Froan	Section Laborer	Southern Minnesota Division
Bluford Gadberry	Laborer	Terre Haute Division
Adam Raueh	Laborer	Terre Haute Division
Hod States	Boilermaker Helper	Terre Haute Division
John Leonard	Boilermaker	Milwaukee Shops
August Furtmann	Machinist	Milwaukee Shops
W. A. McIntosh	Carman	Dubuque Shops
Charles Erickson	Blacksmith	Minneapolis Shops
Swante Swenson	Blacksmith Helper	Minneapolis Shops
Henry R. Scheller	Blacksmith	Tacoma Shops
Lyman B. Davidson	Switchman	Kansas City Division
Harmon Clemons	Conductor	H. & D. Division
Milo O. Dillon	Engineer	Iowa Division
Joseph H. Rebstein	Agent	LaCrosse Division
Joseph Shaben	Agent	I. & D. Division
William Mullane	Section Foreman	Madison Division
Louis Blade	Carman	Minneapolis Shops
Peter C. Hall	Machinist	Minneapolis Shops

C. W. MITCHELL,  
Secretary-Treasurer.



being taken care of by a breakfast room between the living room and the kitchen. On the corner opposite the living room is a glazed porch which in summer may be screened, while in winter it may be used as a sun parlor if the heating is carried out there. This opens into the living room which is an exceptionally cheery place; a large fireplace and seven windows contribute to this effect. If the second story is finished, the stairway rises from the living room. The kitchen is provided with covers and a locker with counter extending the full length of the room. The grade entrance, refrigerator and basement stairway are reached from a small service hall.

There are two good bedrooms, each with cross-ventilation, the front bedroom opening on the porch. The bathroom is off a small hallway running from the front to the back bedroom. The basement extends under the whole house and has all the modern convenient equipment. Further particulars in regard to this bungalow may be had upon application to the Editor of this Magazine, Libertyville, Illinois.

## West I. and D. Notes

F. D. S.

OPERATOR LAMBERTS, who works third trick at Canton, is laying off for a few days. Relief Operator Schull is taking his place.

Superintendent Ingraham was in Mitchell for a few hours the first part of April. He was on his way to Rapid City.

Chief Dispatcher Platte has bought a Chev. Says that it is the best car on the market and has plenty of speed and power and will handle full tonnage up any hill in the country.

We were very sorry to hear of the death of Mrs. H. Kress, daughter of Agent J. W. Shelby. We wish to extend our deepest sympathy to those who mourn her loss.

Arland Illiff, baggageman, Canton, was in Mitchell and spent the week-end with his brother Lewis, chief clerk, freight house.

Conductor W. H. Stewart is now running on No. 3 and 4 between Mitchell and Sanborn.

Wiley Mayne, grandson of Conductor Wiley, won first place in the spelling contest held at Primghar, Iowa, April 10. He will go to Des Moines, Ia., April 19 to compete in the state spelling contest.

Merle Fisk, yard clerk, was in Sioux City the first part of April to see his mother, who is sick.

Earl Miner, night baggageman at Mitchell, is getting to be quite a speed demon with his motorcycle.

Paul Hasslinger, relief man, is getting to be quite a dog trainer, so if anyone has a dog to be trained, just call on Paul.

Harry Bendrup, clerk at store room, is getting ready for the ball season. He has all kinds of score cards, and claims that he can pick the winning teams right now, before the season opens.

## To-To Lines to My Wife

Along the shore of Puget Sound,  
Where morning waves are gold and blue,  
My train is speeding—northward bound;  
And all I hear is to-to, to-to.

I do enjoy the scenic beauty,  
The sky, the waves, the birds—it's true.  
But what is this? My heart is beating  
To-to, to-to, to-to, to-to.

In mournful song the wheels are humming.  
I hear you calling. Is it you?  
Oh no, it's just the constant drumming  
Along the rails—to-to, to-to.

The clouds and fog obstruct my vision,  
And then again I dream of you,  
And while life seems like an illusion,  
My heart is throbbing to-to-to.  
*D. Turcott, Beloit, Wis.*

## May Birthday

N. B. D.

The lilacs and the iris bloom again  
Above the spot where rested your dear feet,  
And in the sky a robin sings of you,  
And oh, it is so sweet.  
Last year my gift to you a pink rose tree,  
This year . . . a myrtle wreath.

## A Cosy Bungalow

HERE is a cosy little home that may easily be made within the reach of any desiring home owner. The plan, while not in any sense "something new under the sun," because its general plan and features have been in use a long time. However, built of brick and stucco, or entirely of brick, it offers a pleasant variation from the commonly utilized frame construction. The illustration shows brick and stucco, and a variant of the pictured plan is to carry the brick work around on the side elevation in the same treatment as the front. The snipped gable and the variegated shingles make an attractive roof. There are windows in plenty and an interesting fireplace.

The interior arrangement does not contemplate a formal dining room, this need



# THE MILWAUKEE MAGAZINE

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## The Veterans to Meet September 18

THE date of the 1929 meeting of the Veteran Employes Association has been definitely decided upon for September 18 at Seattle, Washington; and official announcement will soon be made.

It is expected that the special train bearing the Veterans with one member each of their families, will leave Chicago as second section of No. 17, September 15, arriving at Seattle the morning of September 18; when the members will immediately get into action with the program that is to be arranged. The annual banquet will take place the evening of the 18th and the next day will be devoted to the recreation outing that regularly characterizes the second day of the Veterans' meeting.

Arrangements for the return trip will be announced later, but for those who feel they must return immediately, the special will probably leave Seattle the evening of the 19th. If a sufficient number of the Veterans desire to remain over another day, arrangements will be made to accommodate them.

The sleeper charge will be \$2.00 per night for lower berths and \$1.60 per night for uppers. Fifty cents per meal will be the charge for all meals served in the dining cars of the special.

Those who will board the train at intermediate points will be expected to be on hand as the special arrives at their station, or at the nearest point at which the special stops. The schedule will be officially announced in plenty of time.

Veterans are urged to make their plans early and notify the secretary of the Association as soon as possible, in order that the company may have sufficient advance information as to the amount of equipment to provide for the trip.

## The Passing of Ruth Hammerslaugh

THE General Offices of this company in Seattle were greatly saddened last month following the announcement of the death of "Ruthie" Hammerslaugh, stenographer in the office of Mr. F. N. Hicks, assistant traffic manager. "Ruthie" had been an employe of that office about

ten years, and her gentle, helpful ways, sweetness and unassuming character, had won for her the love and respect, not only of her associates in the Traffic Office but throughout the other departments. Miss Hammerslaugh suffered from a lingering illness and during all of the time she was confined in the hospital, her friends of The Milwaukee took especial care to see that she had flowers and all the other attentions indicating their remembrance. And at her death the great outpouring of sympathy to her mourning relatives from The Milwaukee associates was a wonderful testimonial to her beauty of character and the high regard in which she was held by those with whom she had worked for so many years.

## Mobridge Rotary Club Thanks Mobridge Chapter

IN a set of resolutions drawn up and presented by the Mobridge Rotary Club to Mobridge Chapter, that club goes on record in commendation of the fine public spirit of Mobridge Chapter in providing a community Christmas tree, setting same up in the public square of the town and supervising the arrangements so that the Christmas celebration should be a complete success. This was provided for the citizens and children of Mobridge entirely without cost to the town or townspeople, and every child in the town was given a present from the tree.

Mobridge Rotary Club especially remarked the splendid public spirit of Superintendent H. M. Gillick, Mrs. Gillick, as past president of Mobridge Chapter, and Mrs. Mabel Conger, present president; as well as all other members of the Chapter who helped so signally toward making the community Christmas tree an outstanding feature of the holiday celebration. Thanks were extended to those mentioned and to all members of Mobridge Chapter and the resolution was made a part of the Rotarian records.

## Now Sixty Rector Restaurants in Milwaukee Dining Cars

ON April 5 the Seattle Chamber of Commerce had as honor guests Mr. George Rector, director of cuisine of The Milwaukee Road, and the operating and traffic officials of the railroad in that city. Mr. Rector made one of his characteristic and inimitably humorous talks on "A Cook's Tour."

He told of visiting the famous cafes and cuisiniers of Europe; he spoke of the Rectors of pre-Volstead days, in New York and Chicago, and of many of the old-time patrons of those famous eating places. He touched upon our national dish—corned beef and cabbage—with respect, and closed with a few stories about the habits and customs of some of the famous cooks of Europe—one in particular who was noted for her wonderful omelets, and she hadn't washed the iron skillet in which they were cooked for twelve years. Mr. Rector made a great hit with his audience of over two hundred, and when he ended by saying that Rector restaurants now numbered over sixty, established in the dining cars of The Milwaukee Road, he was vociferously applauded.

## Card of Thanks

I wish to extend to the Milwaukee employes, especially those in the Muskego Yards, Milwaukee, my thanks for their kind assistance during the long illness and the death of my beloved husband, Elmo T. Grimshaw. Also for the beautiful flowers, all of which is most gratefully appreciated.

JOSEPHINE E. GRIMSHAW.

## Montevideo Chapter

*Mrs. Ernest Young, Historian*

THE Montevideo Chapter held its regular meeting on Monday evening, March 25.

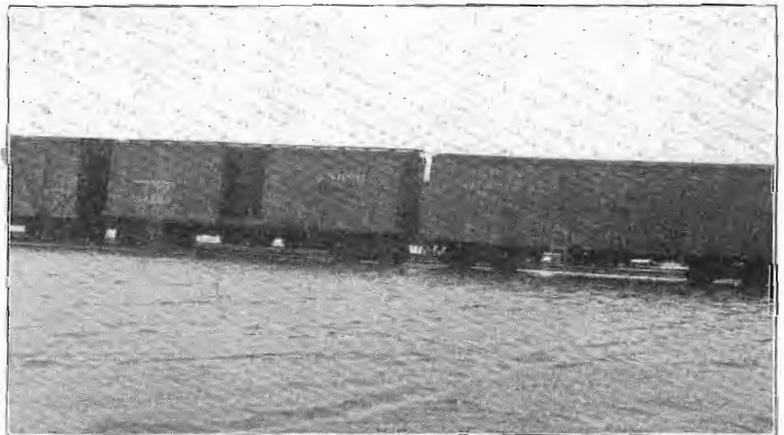
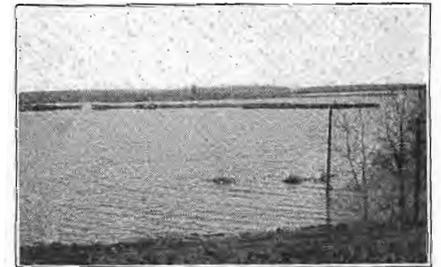
Minutes of the preceding meeting were approved as read.

The treasurer's report was accepted as given. Committee chairmen present gave favorable reports.

A motion was made and carried to send a plant to each of the three members who would be in the hospital on Easter day and a special collection was taken for same.

A delightful lunch was served, Mrs. Sig Lofdahl and Mrs. Roy Holzer acting as hostesses.

Our next meeting will be held on April 22.



Two Views of The Milwaukee Yards at Cedar Rapids During the High Water

# The Veterans of Fifty Years and Over

The following list of fifty, fifty-five and sixty-year men who have received service buttons from the V. E. A., corresponding with their period of service, is of March 15, and furnished to The Magazine by Mrs. Williams.

A previous list consisting of thirty-six fifty-year, ten fifty-five-year and four sixty-year men has been published, and additional lists will appear as fast as Mrs. Williams receives the dues for 1929, and thus, is able to check the records. Veterans who are eligible to these lists are assured that their service records will be given full recognition in these columns as fast as the records are checked. The Veteran enrollment is now so large that the only time to get the individual records is when the annual dues are paid and Mrs. Williams refers to her books to make the proper entry.

## Fifty-Year Service Buttons

Selden N. Baird	Chief Clerk	Los Angeles, Calif.
John Barron	Engineer	Milwaukee, Wis.
M. W. Barden	Engineer	Aberdeen, So. Dak.
Albinus Bauer	Machinist	Dubuque, Iowa
Henry A. Bischoff	Engineer	Chicago, Ill.
Charles Birr	Carpenter	Tomah, Wis.
L. C. Boyle	Agent	Viroqua, Wis.
Thomas Burns	Flagman	Minneapolis, Minn.
George E. Cessford	D. M. M.	Tacoma, Wash.
Thomas F. Clancy	Engineer	Minneapolis, Minn.
James J. Connelly	Engineer	Waukesha, Wis.
C. R. Cornelius	Conductor	Council Bluffs, Iowa
Thomas Cummisford	Engineer	Milwaukee, Wis.
W. A. Cutting	Conductor	LaCrosse, Wis.
Alva O. Cunningham	Switchman	Milwaukee, Wis.
Fred Daulton	Janitor	Seattle, Wash.
Charles L. Davis	Pile Driver Engineer	Marion, Iowa
William J. Dee	Engineer	Janesville, Ill.
Cassius Dettle	Pumper	Cologne, Minn.
B. A. Dousman	Auditor	Chicago, Ill.
A. D. Evans	Conductor	Milwaukee, Wis.
Clarence Flanigan	Machinist	Chicago, Ill.
Charles Giliece	Engineer	Austin, Minn.
Fred Goerbing	Laborer	Tomah, Wis.
Charles E. Grout	Engineer	Milwaukee, Wis.
Charles Hans	Machinist	Austin, Minn.
Alva B. Hartwell	Engine Despatcher	Austin, Minn.
H. M. Hatch	Conductor	Milwaukee, Wis.
Eugene Horr	T. B. M.	Waukesha, Wis.
Frank W. Jackson	Mill Foreman	Deer Lodge, Mont.
Nicholas Kaisir	Engineer	Milwaukee, Wis.
Walter Karch	Engineer	Chicago, Ill.
Thomas L. Kerwin	Conductor	Ladd, Ill.
F. A. Keeler	Engineer	Minneapolis, Minn.
William Kelley	Conductor	Davenport, Iowa
John Kelleher	Section Foreman	De Kalb, Ill.
John J. Kelley	Ex. Engineer	Milwaukee, Wis.
Charles Klema	Foreman Coal House	Austin, Minn.
John M. Klint	Clerk, T. C. T.	Minneapolis, Minn.
P. H. Kiley	Engineer	Savanna, Ill.
Charles Lapham	District Engineer	Milwaukee, Wis.
Leander Lauffe	Wiper	Austin, Minn.
Thomas Leary	Laborer	Madison, Wis.
William Luther	Engineer	West Union, Iowa
Charles Loose	Engineer	Milwaukee, Wis.
E. McGuire	Carpenter	Marion, Iowa
Albert Martin	Engineer	Madison, So. Dak.
Charles Martin	Engineer	Madison, So. Dak.
Theodore Meyers	Boilermaker	Dubuque, Iowa
Mike F. Michels	Painter	Dubuque, Iowa
Mathias Mollinger	Flagman	Milwaukee, Wis.
H. E. Nichols	Engineer	Perry, Iowa
John J. Nihil	Engineer	Calmar, Iowa
O. T. Olson	Agent	MacFarland, Wis.
Henry C. Opie	Blacksmith	Austin, Minn.
Frank H. Pond	Blacksmith	Wausau, Wis.
Joseph Pokorney	Clerk	Milwaukee, Wis.
James H. Pulford	R. H. Foreman	Savanna, Ill.
Charles A. Ray	Conductor	Milwaukee, Wis.
Edward O. Reeder	Ass't Ch. Engineer	Seattle, Wash.
Bartholomew Ragan	Agent	Brodhead, Wis.
W. A. Robinson	Supernuated	Milwaukee, Wis.
Richard Rochford	Switchman	Madison, Wis.
John F. Rogers	Conductor	Deer Lodge, Mont.
Wilbur H. Shattuck	Engineer	Minneapolis, Minn.
W. C. Stackpole	Despatcher	Minneapolis, Minn.
William T. Summers	Switch Tender	La Crosse, Wis.
Charles Swenson	Roofer Foreman	Milwaukee, Wis.
Daniel G. Tyler	Engineer	Milwaukee, Wis.
Edward Templeton	Conductor	Monticello, Iowa
John Tong	Switchman	Milwaukee, Wis.
Fred B. Wheeler	Conductor	Elgin, Ill.
Samuel Wilson	Yard Clerk	Chicago, Ill.
Charles Wood	Machinist	Milwaukee, Wis.

## Fifty-five-year Service Buttons

Ole Amundson	Bolt Cutter	Minneapolis, Minn.
William Anderson	Engineer	Austin, Minn.
John J. Barker	Engineer	Dubuque, Iowa
Daniel Bohan	Agent	Avoca, Wis.
J. C. Burns	Pumper	Sturtevant, Wis.
Charles D. Crook	Flagman	Oshkosh, Wis.
Charles Dean	R. R. Police	Minneapolis, Minn.
John Delaney	Section Foreman	Avoca, Wis.
Mike Feeley	Bridge Tender	Prairie du Chien, Wis.
Thomas E. George	Engineer	Madison, Wis.
Dennis Harrington	Trucker	St. Paul, Minn.
W. M. Harris	Agent	Lyndon, Wis.
George Hurst	Foreman	Milwaukee, Wis.
Joseph Janda	Machinist	Portage, Wis.
Henry Johnson	Engineer	Madison, Wis.
James McMahon	Engineer	Portage, Wis.

## Union Station Chapter

Mabel M. Costello, Historian

ON March 5, 1929, Union Station Chapter was again offered the rare treat of hearing Mrs. Anthony French Merrill. At this meeting Mrs. Merrill gave a reading of "John Brown's Body," by Benet. When Mrs. Merrill is to be on the program we have our largest attendance. Ninety-six members and their guests were present, and next year, when Mrs. Merrill gives her Book Reviews, we expect to have many more.

Dinner was served on the balcony of the Harvey Restaurant and many pleasant dinner parties were noted. Contributing members were present, also several out-of-town members and also members of the Fullerton Avenue Chapter.

Miss Grace Doyle was the winner of the flat iron which was raffled off for the benefit of the Lydia T. Byram Fund.

Mrs. H. H. Field, Dean of Women of the Union Station Chapter, has re-arranged the pictures in the club room and has added two Japanese prints. Our artist, Mr. Rudy Binder, has presented the club room with two pen and ink sketches, "Scenes in Chicago." Mr. P. C. Hart has added a Victrola record "Raffle for a Stove" to the club room and many of the contributing members have made trips to the room to hear it.

A basketball team and a gymnasium class has been organized, in conjunction with Fullerton Avenue Chapter. Swimming classes will be organized if enough of the girls are interested. See Miss Lauk.

On Tuesday evening, April 2, 1929, Fullerton Avenue and Union Station Chapters had as their guests, 25 board members of the C. & N. W. Railway Women's Club. Dinner was served to 125 members and guests on the balcony of the Union Station, followed by a short musical program and cards.



## A Huge Block

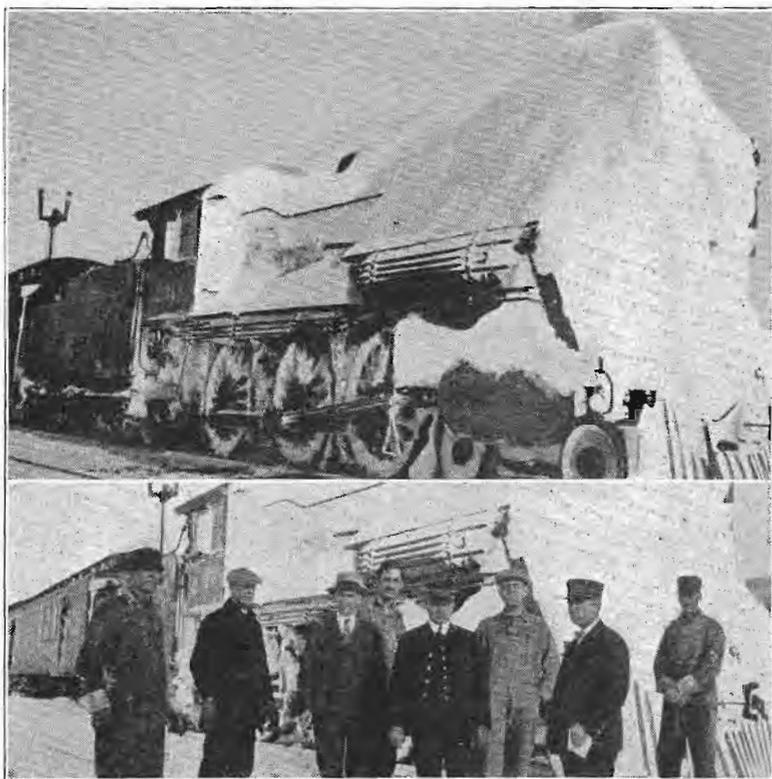
THE huge block came East over The Milwaukee from the Quinault Indian Reservation, Washington, where the tree was felled. This forest monarch was 624 years old when the woodsman's axe laid it low. It was 246 feet high and weighed approximately 360,000 pounds. Its first branch was 112 feet from the ground. This tree made enough lumber to build five five-room bungalows; and if it had been cut into 1x3 flooring, the strips laid end to end would make a line 32 miles long. The weight of the block is approximately 9,000 pounds.

The block was shipped from Washington to the George L. Waetjen Company, an industry located on Milwaukee tracks in Milwaukee, and is for exhibition purposes at their Home Show.

M. J. Mayer	Boilermaker	Austin, Minn.
Andrew A. Powers	Machinist	St. Paul, Minn.
Abner H. Race	Engineer	Portage, Wis.
J. Arthur Sandy	Engineer	Minneapolis, Minn.
Fred H. Sellen	Caller	Milwaukee, Wis.
C. L. Sherwood	Passenger Agent	Cedar Rapids, Iowa
Harry Smith	Boilermaker	Chicago, Ill.
John Sullivan	Pumper	Oconomowoc, Wis.
Robert A. Taylor	Engineer	La Crosse, Wis.
N. E. Wells, Sr.	Flagman	Marquette, Iowa
Ernest Wisch	Machinist	Milwaukee, Wis.
N. E. Thompson	Agent	Somers, Wis.

### Sixty-Year Service Buttons

Robert R. Armstrong	Flagman	Milwaukee, Wis.
Tector Coster	Engineer	La Crosse, Wis.
James W. Dunn	Engineer	Madison, Wis.
William H. Ellis	Engineer	Milwaukee, Wis.
M. Gilmartin	Conductor	Calmar, Iowa
Henry Herzog	Carpenter	Austin, Minn.
C. E. Hobbs	Engineer	Milwaukee, Wis.
M. McQueeney	Conductor	Portage, Wis.
Ellef Nelson	Conductor	Minneapolis, Minn.
William T. Nelson	Machinist	Minneapolis, Minn.
Charles N. Nourse	Conductor	Wauwatosa, Wis.
Hiram B. Parker	Agent	Tekoa, Wash.
Samuel Pulford	Engineer	Chicago, Ill.
John Shanahan	Flagman	Hampshire, Ill.
Edgar H. Smith	Bill Clerk	Minneapolis, Minn.
Charles Swan	Machinist	Janesville, Wis.
R. M. Telfer	Agent	Beloit, Wis.
Zebine C. Willson	Agent	Palmyra, Wis.
Walter E. Wilson	Engineer	Madison, Wis.



### Snow-Capped

*George R. Haines, Brakeman,  
N. M. Division*

THE above pictured engine pulling train No. 116 southbound from Great Falls to Harlowton, Montana, is handsomely bonneted with snow acquired about March 1, from drifts between Lewistown and Moore, on the Northern Montana Division. In a distance of eighteen miles the drifts ran "mountains high," and train 116 with a "never-say-die" crew plowed through with the above result to the locomotive. However that "she" is still very much alive, witness the smoke ascending from the buried smokestack.

Thirty miles farther south, a light engine was stalled in a drifted cut, and the report was that one could walk from the top of the drift on to the tender without stepping up or down.

The Northern Montana is generally a north and south line, making it a problem to keep it open in a hard winter like the one just past. The On-Time schedule maintained by the trains, with but few exceptions was made possible by the constant vigilance and efficient planning of Superintendent A. C. Bowen and Dispatcher E. B. Cornwell, and in the network of co-operation, they were ably assisted by experienced snow fighters in our three roadmasters, Wm. F. O'Donnell, Oscar A. Johnson and George Fritsen. This executive force was kept constantly informed of snow and storm conditions by intelligent reporting of the section foreman and agents all along the line, so there was no guesswork about what was needed, or what should be done. If a wedge plow could open up a certain section, it would be dispatched there just ahead of some regular train; or if it took a rotary to do it, the rotary was sent. Thus a major snow and storm war was fought and won, with regular schedules

maintained to a remarkable degree and with a comparatively low cost of operation and without mishaps such as derailments, engines turned over, or personal injuries; all of which was recognized and favorably commended by our supervising officials.

The story of the snowcapped engine was celebrated in verse by the conductor of that train, C. G. Bacon, and is included herewith.

### In Memory of a Hard Winter *C. G. Bacon*

It was in the year Nineteen Hundred Twenty-nine,  
The wind and snow in perfect rhyme.  
The chief dispatcher, Mr. Cornwell, said,  
"Now, Mr. Conductor, you will have to jump,  
If you take your train over the hump."  
The conductor then cried, "All aboard, by heck,  
If we get into snow clear up to our necks."  
He yelled to Mr. Crawford, the engineer,  
"Now, don't you crawl, or you'll have to ford."  
"Toot-toot," in answer was all he said,  
As he opened the throttle and away we sped.  
When we came to the cuts piled high on the hump,  
"Oh boy," he said, "there's no chance to jump,"  
So he pulled on the throttle and piled on the speed,  
We hit it hard as you'll agree,  
And you have the story; I know it is true,  
For here is the picture to prove it to you.

### Mobridge Chapter

*Dora Anderson, Historian*  
Reports Much Relief Work

THE regular meeting of the Mobridge Chapter was held on Tuesday evening, March 26, with an attendance of eighty-one members. Due to the illness of our president, Mabel Conger, the meeting was conducted by our past president, Mrs. H. M. Gillick, who came from Miles City to be present at this meeting. She was assisted by vice-president, Mrs. W. P. Moran. Our secretary, Mrs. Harville, was also absent on account of illness and her position was filled by Mertie Scheifelbein.

The regular business of the club was taken up and reports from different committees were read. The Sunshine Committee reported thirty sick calls during the month, the Membership Committee reports that up to date we have 127 voting members and 108 contributing members, making a total of 237 in all.

An itemized statement of the total receipts and disbursements of our Milwaukee Women's Club, since its organization in May, 1926, was read, showing that the charitable activities of our club have been well taken care of, as the report was most gratifying. A five dollar gold piece was raffled off, Engineer J. M. Taylor being the lucky winner. Final arrangements were made for our card party to be given April 5.

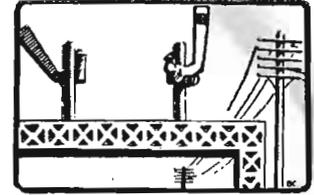
We were happy to have our past president, Mrs. H. M. Gillick with us at this meeting as she is leaving shortly with her husband, Superintendent H. M. Gillick, for California, where they will spend several weeks enjoying a vacation. We are also looking forward to a visit from Mrs. Byram, Mrs. Carpenter Kendall and Miss Lindskog.

At the conclusion of the business meeting, Mrs. R. S. Doesburg, chairman of the entertainment committee, presented a fine program of contests and stunts, which created much merriment among all present.

Refreshments were served by the following committee: Mesdames Beaver, Bunker, Blake, Baxter and Bell.



# BUREAU OF SAFETY



## A Few Avoidable Casualties

One of our employes makes the suggestion: "Get wise to the cause of accidents before one of the causes gets you."

A Store Department scrap sorter, assisting in the loading of thirty-three-foot ninety-pound rail into a thirty-six-foot gondola, had climbed the side of car with one leg hanging inside and the other outside, and had signaled the derrick engineer to pull out the choker, which he had released. The hooks caught a rail at the base and swung it around, striking his leg between rail and side of car. The injury would not have occurred had he gotten out of the car.

A Car Department laborer ran a nail through his foot while breaking kindling by stamping on it. He claims he did not notice the nail, and admits the injury would not have occurred had he used an axe.

Due to the carelessness of a fellow employe, a Round House carpenter sustained a broken bone in his large toe when a pinch bar fell on it. A laborer had rested the bar against the flare of a snow plow instead of laying it down on the floor of the roundhouse. The carpenter had bent over to do his work and did not notice where the laborer had left the bar.

A Freight House receiving clerk, with eleven years' service, was carrying a quarter of frozen beef into a car when he stumbled over a nail head, lost his balance and dropped the beef on his toes. The necessary precautions had not first been taken to see that there were no nails protruding in the car floor.

A brakemen with ten years' service had lined up a storage track switch and had given the engineer a back-up signal before lining the derail. The derail worked hard and when it was about half closed the cars ran into it, throwing it over, causing the lever to strike this employe with considerable force, bruising the bone in one of his legs. He has acknowledged his negligence, due to giving the back-up signal before lining the derail.

A brakeman with twenty-one years' service had climbed to the top of the first car in his train to be in a position to pass signals received from the rear end, but as there was considerable smoke blowing back from the engine he decided to go farther back and started walking toward the rear. He misjudged the distance to the end of the first car and fell, throwing his body over the front end of the second car, landing on his stomach, sustaining severe bruises.

We recently had an injury to a Freight House employe, caused by one of the wheels coming off of a loaded two-wheel truck, causing part of the load to drop on his foot. Freight House employes should understand that where trucks are known to be defective, a prompt report should be made to their immediate supervisor, so that they can be repaired before an injury occurs.

## An Enviably Record

A check of the reportable and lost time injuries which occurred on the H. & D. Division during the period October, 1928, to February, 1929, inclusive, has been completed, and I am giving you below a statement showing the ratio of the total reportable and lost time injuries to the average number of employes on that division.

Month—	Reportable Injuries	Lost Time Injuries	Total	Average No. of Employes	Ratio
October .....	7	1	8	1,817	.440%
November .....	5	—	5	1,465	.341%
December .....	—	2	2	1,335	.150%
January .....	1	—	1	1,307	.077%
February .....	—	—	—	1,437	....
Total .....	13	3	16	7,361	.217%

The H. & D. Division has 940 miles of main line trackage, and during this five-months period the average injury per mile was .017, or slightly more than one injury per 100 miles in five months.

This is indeed an enviable record, one for the H. & D. Division to be proud of and one every other division should be envious of. I am giving you these figures to use as a mark to work to, as I am sure that by keeping accident prevention foremost in the minds of all our employes at all times, similar records on every division can be accomplished.

## MR. KNOW IT ALL



The Man Who Was Too Wise to Practice Safety First

### Is Safety First Worth While?

Ray G. Hoefs

PERHAPS the most important problem that has ever engaged the attention of man, is the problem of transportation. It is a problem that has been solved by every age and yet to be solved by the ages to come. During every age, from the beginning of time, there has been some form of transportation, transportation that has been so essential to the progress of that age. The slaves, carrying upon their backs the material to build the palaces of kings; the caravans slowly and patiently making their way over dangerous and trackless wastes; the canoe, sail boat, wagon train, stage coach, have each served the purpose of the age and at the same time, paved the way for the great railway systems that now cover

almost every country of the globe. We railroad men, may therefore congratulate ourselves on being engaged in an occupation, perfected by so many centuries of human endeavor, so vital to the necessities of our times.

### The Caravans of the Twentieth Century

The progress of our railroads is the wonder and admiration of this wonder-accustomed age. Possibly there is no other field of effort that has produced greater or more impressive evidence of success.

But, has not this progress to some extent been in a circle? We have gained but we have also lost. We look back and we see how the merchants of old had to wait days, yes, months, for merchandise ordered. The methods employed to transport their goods from one place to another were crude and uncertain. How different from the merchants of today who, in their hurry to meet the requirements of a frenzied and exacting public, demand that their commodities be shipped over the earth's surface with lightning-like speed, and the railways—the caravans of the twentieth century—impelled by pride and profit are taxing every effort and straining every nerve to meet these rigid, exacting and ever-increasing demands. That they have succeeded, no one questions. But success has its price and part of that price has been scrap iron and kindling wood of costly equipment, hopeless cripples of strong and promising manhood. We meet the demands but in doing so we break, hurt, kill and pay. The public gets the benefit but the railroad employes (and-part of the public) pay the price.

That this is a fact, we have merely to review the records compiled from time to time. The figures themselves, are almost appalling. I am not going to bore you with a great number of figures that will prove this point, figures that you would possibly forget a moment after

you heard them. But, gentlemen, we cannot get away from the fact that this condition exists.

### An Institution Called Safety First

The management of all our railroads and large industries know that this is a true condition and for that reason you will find that in every large organization there is an institution called Safety First. An institution that is trying to cut down the price we employes have been paying. In every large business, accidents are going to occur, however, investigation and study have proven that 50% of the accidents and personal injuries are preventable. Accidents, that with a little thinking on the part of each man, could, in most cases, be avoided. We cannot prevent all accidents but we can prevent the accidents that are preventable.

In order to accomplish this there must be unity of effort, in other words, we must all be 100% for Safety First. Safety First cannot accomplish its objective unless everyone is living, preaching and practicing Safety First. There is work to do, of that we are sure. The record is here, and men, it is a bad record. It is a record of misery, sorrow and suffering. It is a record of the broken hearts of mothers, wives and little children. A record of disappointment and distress, pain and poverty. A record written with the ink of human blood. And we must not forget that 50% of this record is in our own handwriting. We cannot deny it nor can we evade it.

Now, isn't it high time that we as employes take a personal and active interest in this matter? You men who work in the shops—you who maintain the track and equipment, you who move the trains, are by far, the greatest sufferers. Don't think that because you have never been injured that you can't be injured. If we permit the records to show that 50% of all the accidents are due to carelessness on our part, your time will come sooner or later. For that reason, men, we should be behind this movement of Safety First. It is an institution inaugurated for our own benefit, to help us, our homes and our families. We should not bite the hand that is feeding us.

### The Office Side

Safety First meetings have been held religiously for many years. At these meetings you have heard almost every side of the Safety First movement, however, there is one side of this movement that possibly you have heard little or nothing about and that is the office side. Most of you probably do not realize what happens when you sustain an injury and send to the superintendent a form 171. For that reason I thought it would be interesting for you to hear just what channels every personal injury case must go through.

I am going to take a specific case and trace that case from the very beginning to the end. Did I say end? No, there is never an end to a serious injury case, if we consider the sorrow and grief they bring. This is the case I am going to trace: An engineman was due to take his yard engine from the house at six o'clock in the morning. He happened, this morning, to be five minutes late. The fireman, whom I will call Bill Jones, who had never qualified as an engineman, without any authority from anyone, started to run the engine out of the house. It was dark, but it would soon be daylight. However, it was too

much trouble for Bill Jones to light the headlight, which he should have done. As he backed out of the house he ran into another engine, killing one switchman and damaging both engines very badly. All to save two minutes' time and a little trouble to light the headlight. No rule or regulation would or could have prevented an accident of this kind. The trouble was with the man.

### The Necessary Reports

Now, just what happened after this accident occurred? The first thing we know is that the wires start humming. A telegraphic report was made to the superintendent, giving him all the facts of the case. The superintendent, after thoroughly acquainting himself with the case, immediately notified the following officers by wire: president, vice-president, general manager, assistant general manager, assistant to the general manager, general adjuster, general superintendent, general superintendent of motive power, district adjuster and division master mechanic.

Immediately after the first wire report was sent to the superintendent, another report, called the Form 171, was made out and submitted to the superintendent with three copies. One copy of this report was retained in the office of the superintendent, the second copy was sent to the assistant to the general manager, the third copy was mailed to the general adjuster and the fourth to the district adjuster. Just as soon as these gentlemen received these reports, things began to happen. Stenographic investigations were held by both the adjuster and superintendent to develop all the facts in the case. Everyone directly and indirectly connected with the case were called upon to attend these investigations. The case is gone over very thoroughly and by the time the investigations have been completed there isn't very much regarding the said case that hasn't been gone over. After the superintendent has completed his investigation, he sends all papers to the management for their information and handling. The district adjuster forwards his report to the general adjuster for further handling. We may think that after all the investigations have been completed and sent to the general offices, the case has reached its final destination. However, this is not true; in fact, this case has just started. From the investigation papers the superintendent must make a detailed report to the State Board of Railroad Commissioners, who very thoroughly scrutinize the report, then place on file for further reference.

Another detailed report, similar to the one sent to the State Board of Railroad Commissioners, is sent to the general adjuster in Chicago. He, with the facts obtained from the investigation papers and reports submitted to him by both the superintendent and the district adjuster, makes a report to the Interstate Commerce Commission at Washington, D. C., also to the Chicago Bureau of Safety, of which every railroad is a member. The report sent to the I. C. C. at Washington is gone over and discussed by the Commission and then filed where any citizen of the United States, who may so desire, can read over and also have a copy of the case. The report furnished the Chicago Bureau of Safety is put on record for future information.

In addition to the various reports already mentioned, there are numerous other reports made by the Division Office and General Office, used for comparison purposes.

### Not Red Tape

You may call all this red tape, but, gentlemen, the mere fact that there are so many men and bodies of men interested in every accident should be proof enough that Safety First is not a light matter. It is important, vitally so, to the success and happiness of our lives and homes.

I am wondering if you all see the same picture that I see. We all have a certain sense of pride and we don't like to have the whole world know of our mistakes and shortcomings. But can't you see the sort of advertising that poor Bill Jones got, just because he didn't stop to light the headlight? Can't you realize how many men all over the country learned to know just what sort of a fellow Bill Jones was? A man careless in the performance of his duties, a man who proved to be a dangerous man to have around.

Men, let's not be like Bill Jones, let's be men who are always thinking not only of our own safety but also of the safety of our fellowmen.

### Some Bowling Notes from Seattle

THE league was highly honored last night by the presence of Mrs. Carpenter Kendall, our Magazine Editor, as a spectator. Mrs. Kendall came on to have a look first hand, at this famous aggregation and we may all get our name in the paper yet.

The oil dock team showed up last night with a sea captain, Mr. Lee Ward, as substitute for one of their regular players and steered a course right into Davy Jones' Locker. The captain forgot to bring along his compass, resulting in their being overhauled and scuttled from stem to stern.

### Vice-Presidents Continue Sensational Dash for Cellar!

Finding it hard sledding for a place at the top of the list the vice-president's team have decided to try for the cellar championship, and made rapid strides in that direction last night by losing all three games.

Transportation Department have been unable to find the missing parts for their roller and were forced to watch the depot team whiz by. Captain Stablein has been located trying to break into the movies in Hollywood, and is being returned in irons for questioning in connection with the sudden collapse of their machine.

Haddigan, one of the Notske gangsters, wears his hair in a long pompadour which, by frequently running his hand through it, serves him as a substitute for the towel and also removes his collar thus saving a few cents on the old laundry bill.

### Beg Your Pardon!

We have been called to task by Mr. Ed Doyle, in a letter taking exception to length of his shoes as pictured in the last bulletin. Having no statistics at hand the artist had to rely on his own memory as to the size of Ed's feet and possibly did enlarge on them a trifle. However, you may be sure that we are trying to avoid pinching anybody's corns.

Ever notice that hungry look that suddenly comes over Vic Straus' face when he gets ready to deliver the ball? Judging from his general physical contour however, we would say this is not caused by his having missed any meals, but rather a gnawing hunger for more wood.

# CLAIM PREVENTION

FRIGGLE UP THIS HANDLE WITH CARE

## Wins the Prize

MR. H. A. WICKE, superintendent of the Claim Prevention Bureau, announces that Mr. Earl Lehman, of Clinton, Indiana, has been declared winner of the ten-dollar award offered by the Magazine for the best letter on Live Stock Claim Prevention.

### Live Stock Claim Prevention

By Earl Lehman, Clinton, Indiana

Claim payments on live stock shipments are enormous, and it is time that every station agent should be on the alert to eliminate these claims which are caused mostly by carelessness. Every agent on the entire "Milwaukee Road" would be very happy if he could show a "claimless" record on these shipments. By adhering rigidly to at least four rules it will be found that claims on live stock can be reduced to a minimum.

(a) The stock cars should be very closely inspected, ascertaining whether they are in good condition, clean and well bedded. The agent should never fail to do this.

(b) Be sure that all the live stock are in good condition; that there are no "slow" animals in the shipment; that none are sick or crippled; also that the cars are never overloaded. *Always allow the stock adequate room.*

(c) Live stock should be loaded only shortly before its departure. *Avoid hours of useless waiting.* The safe way is to notify the proper office when ready for forwarding. If this is done there is always prompt movement of the cars, insuring quick movement to destination or connecting line. Be sure cars are properly sealed!

(d) All notations relative to the condition of the live stock should be written on the contract, and the waybill carefully made, and handed to the conductor of the train.

Personal attention to these shipments will be appreciated by the shipper; and the agent's reward is fewer claims.

### Careful Handling and Results Pertaining to Live Stock Movements

Dr. W. J. Embree

Chief Veterinarian, W. W. & I. Bureau

THE live stock owners of the United States suffer a tremendous loss every year from marketed animals while they are being moved from farms and ranches to the terminal markets and packing houses. This loss is divided in two parts—that caused by death and the crippling of animals; and that caused by the bruising of animals due to the improper use of clubs, whips and prod poles in driving them, it being necessary to cut away and discard the bruised meat at the time of slaughtering.

Various estimates have been made in connection with these two great losses

and the figures now at hand indicate that the loss from bruises alone represents 40 million dollars annually, while losses from death and crippling represent about 25 per cent of this amount; so that the combined loss from these two causes amounts to at least 50 million dollars per year.

### Live Stock Inspection Service

In 1917 the Western Railroads requested the Western Weighing & Inspection Bureau to extend their inspection service to cover live stock shipments. For this purpose veterinarians and inspectors were hired and this service was started at the following markets: Chicago, St. Louis, Kansas City, Omaha, St. Paul, Sioux City, St. Joseph, Denver, Wichita, Oklahoma City and Fort Worth. Some inspection service was later extended to other similar points, but the eleven markets mentioned are the ones at which the Bureau has been operating and the statistical figures collected are based on the work at these eleven principal markets.

The plan of the inspection service in the Live Stock Department is to have inspectors meet trains upon arrival at the market and examine the live stock for their condition. Dead and crippled animals are tagged and reports made by the inspector covering same, showing the number placed on the animal and the car from which it came. Post mortems are held on dead animals and the crippled animals are carefully examined by the veterinarians for the cause and extent of injury.

Soon after this work was started, it was noted that much of the death loss and injury to animals in transit could be prevented if proper care was taken of the stock at time of loading in the car, or immediately before. This is especially true of fat hogs. It is the usual custom in preparing hogs for market to feed them heavily for a period of time so as to fatten them quickly. This treatment will cause the hogs to become fat, but it develops the organs of digestion and fat production at the expense of the heart and lungs, which do not develop while the animal is penned up at home in the feed lot; so, when it is necessary to exert or exhaust the animal to move it to the shipping point, the heart and lungs are not able to stand the extra exertion and congestion of the lungs is very apt to result, which may either cause immediate death or develop into pneumonia from which the animal may die later—perhaps in the car while in transit or after arrival at the market.

It is a bad practice to heavily feed fat animals, especially with corn, a short time before loading for market as the excitement incident to handling in the change from their natural environment tends to produce a cessation of the digestive processes, consequently we have a stomachful of undigested food which

starts to ferment, producing intestinal gases which cause a bloating of the stomach in particular and this in turn results in pressure on the heart and lungs seriously interfering with breathing and in a great percentage of cases, is followed by death.

### Gradual Decrease in Death Loss

Through the medium of circulars, lantern slides, lectures and automatic exhibits, we have been able to distribute this information pretty generally through the corn belt territory and have been able to note gradual decrease in the death loss of hogs in transit since 1919 when we first began to collect statistics.

Our statistics show that in 1919 at the eleven markets before referred to, we had a death loss of one hog to every four hundred and eighty live ones received. As stated, there has been a gradual decrease in this loss until in 1927 we are able to show the death loss as one dead to every one thousand and ten live hogs received. Showing this decrease in another way, we had in 1919, 55,000 dead hogs at the eleven markets mentioned and in 1927 this loss was only 25,000, or a decrease of 30,000 head. Estimating these hogs at \$20 each, it means that shippers in 1927 received \$600,000 more for their product than in 1919, without any extra cost to them except a little care.

The loss from death and crippling takes an enormous toll annually, but it is confined principally to two classes of animals—fat hogs and thin cattle. The death loss in good native steers throughout the Middle West is about one to every five thousand, while in thin cattle it is about one to every six hundred.

### Causes of Death Loss

There are many things a shipper can do to assist us in our efforts to reduce these losses. The outstanding causes of death in thin cattle are about as follows: exhaustion prior to loading, overfeeding to gain fill, improper bedding, and overcrowding in the cars. In fat animals, hogs and cattle, the principal causes are found to be: acute congestion of the lungs due to over-exertion of animals that are unaccustomed to exercise other than what is necessary in their native feeding pens.

In shipping mixed loads, such as cattle, calves and bulls, the calves should be securely partitioned either separately or with their mothers and the bulls should be carefully tied. When these practices are not observed, heavy losses are very apt to be incurred, particularly in calves, due to the fact that they are trampled by the heavier animals, and on post mortem we usually find the fracture of several ribs which in most cases cause death from internal hemorrhage.

Careful study of losses in feeder cattle while being moved from farms or ranges to feed lots have led us to believe that much of the loss from so-called "shipping fevers" was due to cattle not eating

enough solid food while in transit. We believe such stock should be given hay when first unloaded in transit and allowed to rest and eat an hour or two before being given water. This practice will prevent the animal from taking on an excessive water fill and encourage it to eat more solid, nourishing food—permitting the digestive organs to remain in normal state while in transit.

#### Prepare Cars for Shipment

Before loading a car, prepare it for shipment—making a thorough investigation as to the condition of the floor and side walls, at all times looking for broken slats with sharp ends and nails that may be protruding. These two items in themselves cause great losses to animals in transit. For summer shipping it is advisable to use sand or screened cinders or some substitute grip which will overcome slippery floors—in winter bed with hay or straw.

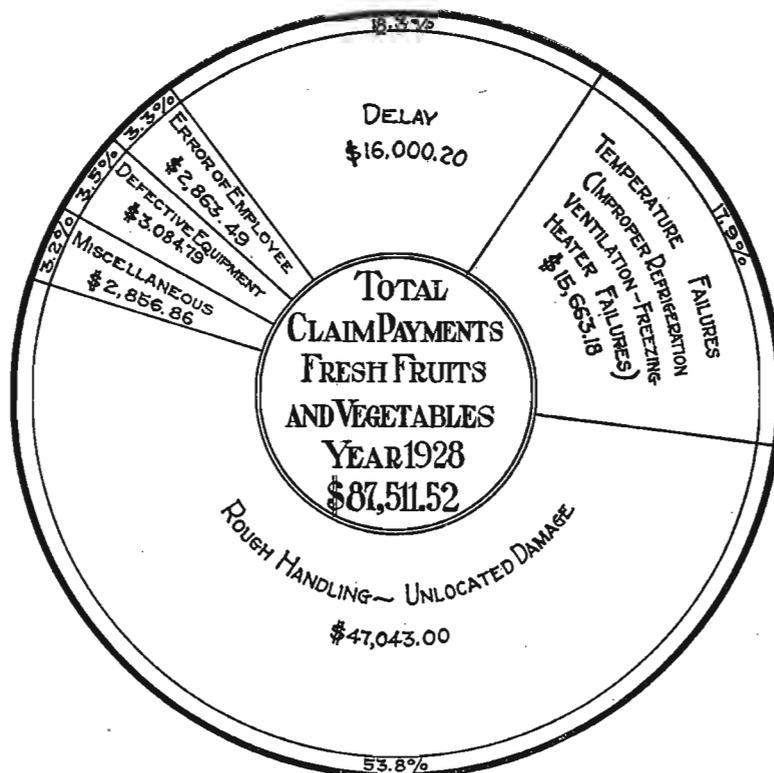
In the past few people have realized that bruises produced by the use of clubs and other instruments used in driving animals do not heal before the animal is slaughtered, that the bruised portion is entirely lost and the sale value of the cut of meat from which it is removed greatly reduced. This loss does not show up in any one part of the live stock industry, for by the inevitable workings of modern business it falls on the farmer, the feeder, the shipper, the railroad and the packer alike.

In 1920 an intensive campaign was started in an effort to reduce these losses and we are glad to be able to report some improvement. Perhaps the most important trend in the right direction can be seen at public markets where canvas slaps are in almost universal use in the hog departments instead of clubs and prod poles. There is still much to be done. Recent surveys indicate from the character of the bruises on slaughtered animals that many of these injuries are due to their first handling at country points, and that farmers and shippers should be more careful in this respect in the future. A study of the carcass often reveals the character of the instrument which caused the injury, such as pitchforks, end-gate rods, heavy clubs and whips. In many instances the carcasses indicate a dog was used in driving the animals, producing lacerations and wounds, making it necessary to remove a great deal of meat from the carcass on the killing floor.

#### Bruises to Cattle Permanent Injury

Live stock handlers should also bear in mind that carcasses are bruised by other than the aforementioned methods. For instance, injudicious hurrying and crowding of animals causes costly bruises due to trampling of one another, or violent contact with car doors, gates and other immovable objects. Horned cattle produce many costly injuries—small animals are bruised by trampling when loaded or penned with heavier animals and not properly partitioned.

Animals should be unloaded from trucks and wagons and cars by the use of a good chute, as the practice of jumping them from vehicles often results in deep flesh wounds and internal injuries, and in numerous instances fracture of the hip bone rendering the ham useless for human food.



#### Errors of Employees

##### Error in Delivery

C. P. R. R., Toronto, Ont. to Blank, Wis., April 9, 1928, waybill 13598 covers one box defective motors traveling in bond, delivered direct to consignee without passing through Customs Service, resulting in fine of \$25.00.

##### Diversion Failure

Blank, Mo. to Blank, Ill., waybill 670 of February 6, covers St. P. 710451, a carload of milo. The car in question was destined West Toronto, Ont. On February 8, agent at point of origin wired our people at Blank, Ill., to stop car and hold for orders and on the same day instructed that car be released to a concern at the point where the car was to be held. Due to error on the part of clerk at this station car was permitted to go through to original destination and claim in the amount of \$862.43 has been filed as a result.

##### Error in Delivery

Elkhart, Ind. to Blank, Ia., waybill 2979 of August 17, 1928, covers one box printed calendars consigned to Blank Drug Store. This shipment was in error delivered to Hotel Blank Pharmacy and consignee not receiving same, notified shippers who forwarded a duplicate shipment, consequently the original shipment was of no value. We are now assuming claim in the amount of \$16.25 to cover.

##### Error in Checking

Blank, Wis. to Cincinnati, Ohio, waybill M-108 of December 7, covers a shipment of cheese. This shipment checked four cartons without marks when handled at Chicago and the cartons in question were sold for \$5.25 in order to avoid loss account delay. Claim is now being filed in the amount of \$8.00 to cover the value or a net loss of \$2.75.

##### Error in Billing

Blank, S. D., to Spokane, Wash., waybill 39 of December 11, covers C. T. H.

& S. E. 715893, a carload of corn. After this car had been billed the shipper furnished new billing changing the destination to Chicago, Ill., however, the agent failed to remove the old waybill from the waybill box and car went forward to Spokane as originally billed. We have finally been able to settle claim in question for \$232.42.

##### Error in Loading

Blank, Ill., to Denver, Colo., waybill 18873 of October 17, 1928, covers various articles which were in error loaded into car destined to break bulk at Los Angeles. Due to this error in loading it was necessary to return the articles to Denver by express and we are being asked to assume the express charges of \$16.39.

##### Error in Billing

Blank, Ia. to Blank, Ia., July 25, 1928, waybill 112 covers St. P. 102512, a carload of hogs. The shipper instructed that this car be stopped at Perry for feed and rest, but due to error on the part of the bill clerk at point of origin notation was omitted from waybill, the result being car was carried direct through to destination and claim has been filed for \$30.00 covering excessive shrinkage.

#### See America's Best

Fred A. Soap, Sanborn, Iowa

There was a fellow, some years back,  
Who made a very clever crack.  
He couched sound logic in eloquence fine,  
Expressing his thought in one short line.  
His slogan was "See America First."  
I'll venture the bet that you'll feel reimbursed.  
There's another slogan, "See America's Best,"  
And to do that, folks, you must travel west.  
There's no better way to spend your time,  
Than to travel in comfort—The Milwaukee  
Line.

# Current Railroad Topics

## Milwaukee Road Still Leads in Electrification

ANNOUNCEMENTS made recently that Eastern railroads will electrify parts of their systems have renewed interest in the electrification of steam railroads.

That this interest is world wide is demonstrated by the number of representatives of foreign railroads and governments that have visited this country for the purpose of inspecting and studying the electrical operations of American railroads.

By far the greatest amount of electrified mileage on any railroad in America is on The Milwaukee in the states of Montana, Idaho and Washington. Delegations from England, Japan, Russia, Spain, Poland, South Africa, East India, Italy, France, Brazil, Czecho-Slovakia, The Netherlands, Sweden and other lands, in addition to numerous groups of American railroad officials, have visited and studied the Milwaukee's electrified zone to obtain technical data about installation and operation for guidance in electrical developments on their home roads.

For 656 miles, across the Rockies, Belts, Bitter Roots and Cascades, the heavy freight and passenger trains of The Milwaukee Road are moved with a regularity and smoothness that only the mobility of electric power can give mountain transportation. Absence of smoke, cinders and gas permits with comfort to passengers the use of open observation cars during the summer months, even through tunnels.

While the initial expense of converting a railroad from steam to electrical operation is great, the ease and regularity with which trains are handled over steep grades, through heavy snows and at low temperatures during the winter season, together with the accessibility of water power at comparatively low cost, are special advantages connected with electrical operation in mountainous territory.

## The Railway Land Grants

IN CONNECTION with the claim often advanced that government aid to highway and waterway transportation agencies is directly comparable with land grant aid given to the railways during their earlier days, the following statement regarding the railway land grant situation is of considerable interest.

"The first land grant to a railroad was made by Illinois on March 2, 1833. The last land grant by the Federal government was made on March 3, 1871. Between these two dates, according to the report from the General Land Office of the Department of the Interior, 158,293,376 acres had been granted. On June 3, 1914, there had been certified and patented 116,512,261 acres. These grants applied to 21,510 miles of road, or 9.15 per cent of the total mileage in operation today.

"The most important consideration, however, is the historical fact that these grants and aids to private corporations resulted from the failure of state construction.

"Pennsylvania undertook the building of certain lines, some of which were really constructed and operated. They were always a liability, however, and after the state had incurred on their account a debt of \$40,000,000, they were offered for sale.

"Illinois undertook in 1837 the construction of certain railroad lines. In that very year a panic struck the country. In 1838 the credit of the state was in disrepute. Work on the railroads was carried on through companies financed by state bonds.

"Indiana initiated a plan in 1836 that was to open up every corner of the state with transportation facilities. Six years later one section had been built from Madison on the Ohio River to Lafayette. In 1843 the state surrendered the project to the

Madison and Indianapolis Co. The state spent \$1,600,000 on this line and sold its interest at a substantial loss in 1852.

"Michigan undertook to build four lines in that state in 1837, about 600 miles all told, but sold out finally with a total loss of over \$800,000.

"The experience of these states was the background of the land-grant policy. There was a constant and tremendous pressure for transportation to open up the new farm lands, to aid military operations and to sell the land to settlers. It seems evident, therefore, that the policy was not devised by the railroads nor introduced at their solicitation.

"Of what value have these grants been to the roads receiving them? The Illinois Central received 2,500,000 acres of land. It had been held for settlers at \$1.25 per acre for 25 years, but in the localities to be tapped by the road it was not selling at that price. The 2,500,000 acres at \$1.25 per acre makes \$3,125,000 as the 'book' value at the time of granting. In return the state received 7 per cent of gross earnings in lieu of regular taxes, which are at the rate of about 3 or 3½ per cent. An official accounting as of June 30, 1915, shows the following:

Excess state tax on operating revenues.....	\$16,499,995.00
Mail pay deductions.....	1,569,292.37
Freight deductions.....	448,327.70
Deductions for handling troops, etc.....	2,630,643.24
<b>TOTAL .....</b>	<b>\$21,148,258.31</b>

"In the case of the Northern Pacific, which was granted 31,568,331 acres, seven-eighths of all these lands have been sold, and the net receipts for the company have averaged \$2.89 per acre.

"What has the government received in return for these grants of land? A reply to this inquiry can only be indicated. There is, for instance, the proviso in the charters that government troops and war materials shall be hauled free of toll. This provision has been interpreted by the Supreme Court at 50 per cent of the regular charge. The amount saved for the government under this clause for the Civil War, the Spanish-American War, and the recent war, reached up into the millions. There is the special mail rate, 20 per cent below the regular rate. The Illinois Central has figured the amount saved to the government under this special rate up to June 30, 1915, at \$1,569,292.37; the Chicago, Burlington & Quincy to October, 1916, at \$2,209,000 on Iowa land grants alone. Other roads in the same region are compelled by competition to meet the land grant roads' rates. The savings to the government on mail pay alone for 1921 were about \$2,329,303 on Class I roads only. These sums go on accumulating.

"Of more fundamental importance is the fact that the roads developed the country. The amount of credit due the railroads on this score will depend upon the attitude of mind with which it is approached. The railroads as an industry stand in the same reciprocal relations as capital and labor. Each is dependent upon the other. At any rate it is obvious that there never could have been the settlement of the country and the utilization of the vast resources which have made the United States the richest country in the world without the railroad system. It is also obvious that the mileage value, of a little more than \$60,000, as compared with \$109,000 in Germany, \$137,000 in France, \$177,000 in Belgium, and \$265,000 in Great Britain would have been impossible without the cheap right of way. If the railroads have benefited, so have the people and the government.

"There has been a give-and-take in land grants, but they can affect the transportation burden today and in the future only favorably to the public. The government no longer gives but continues to take."

## Des Moines Chapter

THE regular meeting of the Des Moines Division of the Milwaukee Women's Club was held in the club rooms Friday, March 29, with a goodly number of members present.

During the business meeting the secretary, Mrs. C. L. Pound, read some very interesting letters.

After the business meeting dainty refreshments were served.

## Green Bay Chapter

Mrs. Jas. M. Hanahan, Historian

ON MARCH 7, the regular meeting was held in the club rooms, with a very good attendance. The meeting was opened by reading the club motto. In the absence of our Mutual Benefit chairman, Mrs. J. F. Dunn, Mrs. W. E. Bartlett reported no welfare work during the month.

Sunshine chairman, Mrs. M. E. Hastings,

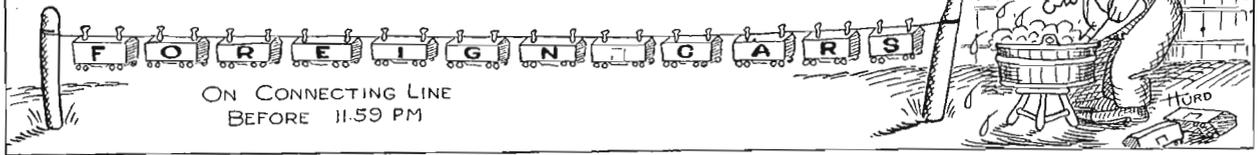
reported many telephone and personal calls on the sick.

Mrs. T. McLean, our treasurer, read a very fine report.

Mrs. J. H. Valentine, membership chairman, reports the membership as coming in fine, also many new members.

A most enjoyable time was had at the social afternoon, March 20, Mrs. Geo. Gunn, chairman. Cards were played and delicious refreshments served.

# HELP WANTED!



## Transportation of Explosives and Other Dangerous Articles by Freight

THE Interstate Commerce Commission has prescribed regulations for the transportation of explosives and other dangerous articles by freight, the rules being published by the Bureau of Explosives under direction of the Interstate Commerce Commission.

The Transportation Department distributes these rules and regulations to the various divisions of the railroad, who in turn make distribution to individual employees. In addition to this, the Bureau of Explosives distributes the regulations to shippers producing or handling such commodities, and generally speaking, if these regulations are carefully observed in every detail, the possibility of accidents due to explosion or fire would be quite remote.

There are quoted below three typical reports made by the Bureau of Explosives illustrating the disastrous consequences that follow the failure to strictly observe the regulations to the letter:

### "WHAT PRICE CARE?" Crude Oil

January 20, 1929.

"It was not so long ago that we took pen in hand and used up a lot of ink writing about folks who were very careful—at least 90% careful. It is a big subject, on which a great deal can be said. The will to play safe is so desirable, that it ought to be watered, fertilized and otherwise nursed along toward maturity in every way—and, incidentally, every day! The unfortunate thing about the safety idea is that if we do some of the more obvious of the things we should, we are apt to feel pretty good about it, perhaps not to the point where feathers begin to appear behind the shoulder blades, but at least there's a tendency to take so much pardonable pride in our efforts to do things safely, that one feature gets lost in the shuffle.

"All the foregoing pleasing piffle is merely to lead the reader gently up to the point where we can administer the castor oil without too much of a shock. Suppose a construction gang built a big steel tank to hold half a million gallons of something, and drove several thousand rivets to hold the steel plate together. Then, let's suppose that out of 10,001 rivets for which holes have been provided, they drove an even 10,000. A pretty good job, yes? NO! Not if that one last rivet hole happened to be somewhere below the waterline. An extreme case is it? Well, maybe so; but it will serve mighty well to show the point we're aiming at.

"A certain freight train, while going at the tidy speed of 30 M. P. H., took a notion to go off the track, due to causes which don't particularly concern us at the moment. As it happened, there were a number of tank cars in the train, some of them containing gasoline, and others crude oil. Some of these tanks were among the derailed cars, and due to damage of one sort or another, quite a bit of liquid got loose, which was not surprising. The wreck happened on a bit of an embankment. One of the crude oil cars that had gone over the bank had the safety valves so badly damaged that, as the car lay very nearly upside down, most of the oil leaked out and drained away. The ground all around was pretty well oil soaked.

"So far there was no fire, and nobody had been hurt. Then along came the wrecking crew to clean up the mess. Safety First was the watchword. Great care was taken to keep fire away. Where casinghead gasoline had leaked out on the ground, freshly-wet bags were spread around. Steel chains and slings used for moving the cars were wrapped in wet bagging to prevent friction-sparks.

"Finally, when all the cars had been safely moved except the crude oil car that had gone down the bank, it was found that in order to handle the car to the shops, it would be necessary to cut part of the steel underframe. To do this an acetylene torch had to be used, but in recognition of the risk, men held wet bags around close to the cutting operation to catch the sparks. In spite of these bags a few sparks flew wide, and a small fire started on the oil-soaked ground. This fire was immediately attacked and beaten out before it had time to spread. The cutting job was finished. A half hour elapsed while further preparations were being made to lift the tank, which was considered to be empty. Then the crane got busy and began to shift the tank. When it had been moved only a few feet, fire was seen under it, but before anything could be done, an explosion of vapor occurred.

"Now, if you please, all this while the DOME COVER of the tank was off, and hanging at the end of its chain. The explosion caused a flashback into the car and a billow of flame. Those who were not knocked off their feet by the explosion tried to run. Three men, their clothing afire, were trapped by a wire fence; one of them fell backward into a pool of burning oil. The other two did not long survive their burns. At least seven other men were more or less burned. It was necessary to let the car burn while every attention was given to the victims.

"Now, the fact is, that explosive vapors will stick in a tank for a surprisingly long time. In the present case, there's

a practical certainty that there WAS a good bit of LIQUID still in the tank too.

"Here was a case where a long list of precautions were taken to prevent trouble. In addition to those already mentioned, police guards were placed to keep 'innocent bystanders' from horning in, and no lights were permitted except electric flashlights. What more could you ask? Yet three men died and many others were hurt because somebody 'left out the 10-001st rivet.' If that dome cover had been PUT BACK, or better still, had NOT BEEN REMOVED, the flash might not have occurred, and the casualty list would have been zero.

"It's hard to think of everything in the excitement following a wreck, and the rush of getting the line clear; the handling of each individual wreck involves separate problems, and it is not safe to assume that there is any such animal as 'unnecessary precaution.'

### "HE'S IN AGAIN" Gasoline

March 22, 1928.

"Yes, and he came mighty near going right out again, even quicker than he came! In the index to the Consolidated Freight Classification will be found the following item listed under 'Bells.'

#### "Bells, Dumb"

"Near a certain railroad coal chute were kept several drums of gasoline. It is thought that somebody tried to make off with some of the gasoline, and that he, she, or it was scared away by the approach of one of the employes about the place before matters had gone far. They had, however, proceeded to the point where bung-plugs had been taken out. It would be too much to expect the thief, in his alarm, to stop and replace the plugs; consequently more or less gasoline ran out.

"One of the employes saw that one drum was lying on its side. Also, the rays from the lantern he carried evidently were reflected in pools of liquid. He notified the engine foreman, set down his lantern 15 or 20 feet away, and the two men set the drum upright again. While their backs were turned the inevitable flash went off. From that time on, everybody around the place was busy hauling away cars and other movable property. There was no hope for the coal chute, nor for a car of coal that could not be moved till the fire had grown too hot. There was much excitement around the place, but in the morning, where the coal chute had been, there was no coal chute!

"Well, we don't want to be too hard on the poor fellow who started the rum-pus—he was probably doing the best he knew how. Still—for you—if you didn't know before that 20 feet between a lighted lantern and a puddle of gasoline

was altogether too close for comfort, you **KNOW IT NOW!**

"Suppose you discover a gasoline leakage at night, and you have only the ordinary flame lantern available. You know the leakage should be corrected; yet if you put out the light, how are you going to do the job groping around in the dark? If you decide to let the gasoline leakage alone and go on with your other work, how can you be sure that trouble won't start as you go about with your lantern? The question is not an easy one for a man to decide for himself.

"Suppose you keep the lantern lit. If you go anywhere near the leakage with it—and you can't tell just what 'near' means either!—you may start a fire. If you work around, you are bound to go near sooner or later, especially as the vapors continually spread. If you put out your light maybe you can't either repair the leak, or do any of your regular work. What's a man to do?

"Well, if a fire does start, you won't have time to bother with your regular work anyhow; and the chances are that in a little while, you'll have neither a place

to work in nor equipment to work with, to say nothing of what your lantern may cost the company.

"The best rule—the **ONLY RULE**—is, when gasoline leaks, **PUT OUT ALL THE FLAME LIGHTS**, or carry them into the next county, if that happens to be far enough away! Do what you can in the dark, if you must, but **GET RID OF THE LITTLE FLAMES** before they send the whole works up in a **BIG ONE!**

#### "DOUBLING UP ON PEP"

"Charcoal, 'Oiled'"

April 15, 1928.

"We've had a great deal of fun (?) off and on, with charcoal, and the end is not yet. Also, as recently as the Bulletin just before this one, we published the story of some lampshades made of painted parchment, which took fire because the oil in the paint was not sufficiently 'dried' before shipment. It might be considered a far cry from lampshades to charcoal, even though in the story mentioned above the lampshades were in a fair way to be turned into charcoal.

This time, however, the only reason we mention the lampshade incident at all is to remind you of the spontaneous combustion danger, that exists in any combustible material coated or mixed with an unoxidized animal or vegetable oil.

"Most of you, at some time in your career have indulged, usually under protest, in cod-liver oil. The only spontaneous heating that occurred was in the region directly under your collar at being compelled, by a stern parent, to swallow the stuff. Now, if cod-liver oil was good for what ailed you, it ought also to be good for other animals besides human beings. Chickens, for instance—and we refer solely to the kind whose feathers grow on 'em—sometimes get sick. How about giving a hen or rooster a dose of cod-liver oil? Well, a chicken cannot be made to 'say a-a-ah,' and open its mouth wide enough to swallow a spoonful; nor would threats or bribery, such as are used on small boys, be understood by the egg machine. However, it's often the practice to feed chickens small bits of charcoal mixed in with their other feed. Why not soak the cod-liver oil up in the charcoal? Great idea—barnyard version of sugar-coated pill, and all that!

"So a variety of charcoal, consisting of very small-sized pieces treated with cod-liver oil, was prepared and shipped. Now, we've had plenty of proof that charcoal, particularly the finer sizes, has unique powers of making trouble. On the other hand, there's ample evidence that articles coated with undried animal or vegetable oils can do their bit toward the fire-loss statistics. So the stage is all set for a rumpus by combining the two kinds of trouble-makers into a single material.

"And, incidentally, the rumpus did not fail to occur. The shipment was in 25 cloth bags lined with crepe paper, and was described as 'chick feed.' They could have safely put more information on the shipment, seeing that barnyard fowl can't read. Anyway, fire broke out in the shipment, just as you'd expect, destroyed several bags, and burned a hole in the car.

"A laboratory test made on the stuff afterward showed plenty of ability to heat up. Also, nearly 25 per cent of the material was oil. Seeing that rags, etc., containing more than 5 per cent of such oil would be forbidden for transportation by Paragraph 301 (e) of the I. C. C. Regulations, you can see where that leaves us on this 'chick feed.'

"The principal fact that we can cull out of all this is that a shipment is **NOT NECESSARILY INNOCENT** just because the waybill description **MAY LOOK HARMLESS**. We can't poke into every package of anything that may be shipped, and take a laboratory sample; the best we can do is to keep an eagle eye on anything that isn't perfectly well known to us and be ready to **GRAB IT IF ANYTHING HAPPENS.**"

#### NO ARGUMENT TO THIS

"So your name is George Washington," mused the old lady.

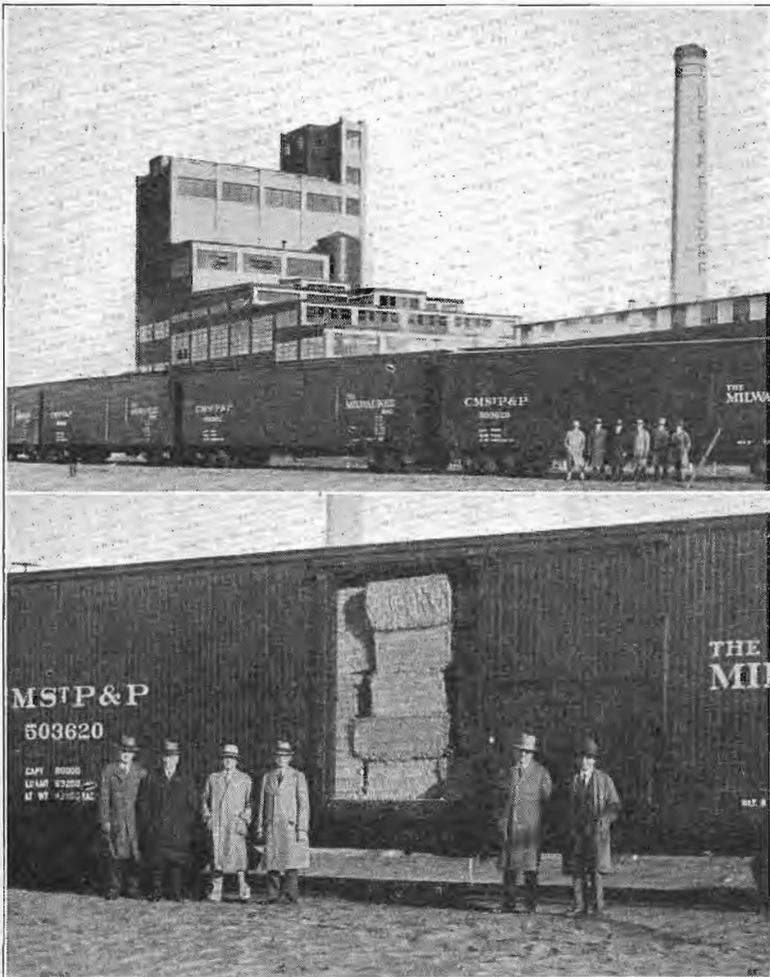
"Yassum," replied the small colored boy.

"I'll just bet you try hard to be like him, don't you?"

"Lak who?"

"Why, like George Washington, of course."

"Ah kain't help bein' lak Jahge Washington, 'cause dat's who I is."



The New Plant of The Union Bag and Paper Company; and First Shipment. L. to R., E. J. Hays, W. W. Griffiths and E. B. Murray, U. B. & P. Company; J. W. Stevenson, W. R. Rehm and F. J. Alleman of The Milwaukee

#### A Leading Tacoma Industry

**T**HE PACIFIC NORTHWEST is rapidly becoming the pulp center of the entire country, and Tacoma is taking her place as a leader in this industry.

Abundant water supply, cheap electrical

power, and plenty of the raw material available makes Tacoma the natural location for pulp manufacture.

This new industry has developed some very attractive traffic in the movement of machinery, materials, etc., and our company has been very favorably treated in this connection.

# The Milwaukee R. R. Women's Club

## Harlowton Chapter

*Mrs. Gilbert Shiell, Historian*

HARLOWTON CHAPTER held its regular meeting Monday, April 1, with an attendance that filled our club house to the limit. We are taking in new members each meeting, and hope soon to have room enough to house every one with more comfort.

After our business meeting we enjoyed the game of "500," which we all look forward to with pleasure. Delicious refreshments were served.

The Chapter's Art Club met twice each month, one afternoon and one evening, last year. They made two parchment lamp shades for our club house; then took up etching of china and spreading gold and opal linings.

So far this year the Art Department has painted prizes for our public card parties, and a few prizes for our after meeting card games. Now the club is painting a tea set, in opal and gold, which will be used to raise money for our social fund. So far, the art work has been under the direction of one member of our Art Department. Another member, of the same department, is planning the reed weaving, etc., for several meetings. And then, it is hoped, before vacation, another member will be able to help us with hooked rugs. We feel the Art Department of our club has given several members pleasant hours of work and, by interesting different people, has helped increase our membership.

Mr. and Mrs. H. M. Hogle left for their new home in Portland, Oregon, the latter part of March. We were sorry to lose Mrs. Hogle from our club and, on March 23, gave a farewell party in her honor. Every one enjoyed the evening at cards. Mrs. Hogle's farewell speech and her kind invitations, to us all, to visit her in her new home—which we gladly accepted.

On March 15, our chapter gave a public card party, of which the Harlowton Times had this to say: "The card party given by the Railroad Women's Club at Odd Fellows Hall last Friday evening was the largest of its kind ever held in Harlowton, with twenty-two tables of bridge and "500" at play. Mrs. William Van Dyke held the high score for the ladies at bridge, with Mrs. Joseph Blackear receiving the consolation. For the men, J. R. McCall held the high score and Clark Kygger won the consolation. In the "500" section, Mrs. Josephine Frelick held the high score for the ladies and Mrs. Frank Dunn won the consolation. Jack Helman carried off the honors for the men and C. E. Van Dyke held the low score. After playing dainty refreshments were served.

## Savanna Chapter

*Mrs. R. G. Heck, Historian*

Produce Their Play in Thomson, Ill.

THE plan of our president to have hostesses for each meeting has stirred up our chapter and we have been having more than our usual good attendance at our regular meetings. After our business meetings we play cards and bunco or have an entertainment and the committee in charge always have a delicious surprise for the ladies.

The play "Mammy's Lil' Wil' Rose," given by our club in Savanna on March 5th and 6th, was again presented in the Opera House at Thomson, Illinois, on the evening of April 9. The "Bevelers" orchestra, consisting of Mrs. P. H. Franzen, pianist, Al Etnyre, banjo,

Charles Reese, drum, and Mr. Wacker of Sabula, saxophone, accompanied the players to Thomson.

The opera house at Thomson was crowded to its capacity with people from the nearby towns for this comedy drama and those in attendance voted the play a big success.

We very much regret the accident which happened to Audrey Buzwell, twelve-year-old daughter of Mr. and Mrs. H. P. Buzwell, and hope her recovery will be a speedy one.

Our Mutual Benefit and Sunshine committees have had an unusual amount of work to do this year and so very many serious cases.

We are sorry there has been so much sickness and misfortune in our community, but are glad to be able to help.

## Twin City Chapter

### A Gallatin Gateway Ball

*Mrs. F. P. Rogers*

THE Executive Board of the Twin City Chapter met in the club rooms at the depot, March 27, with every one of its twenty members present, for the first time this year. A very delicious luncheon was served by Mmes. Morken, O'Neil, Bagnall, Stanley and Mueller.

We were pleased to welcome Mrs. McMahon as a new member on the Board. She is chairman of the Scholarship Committee. Our vice-president, Mrs. Palmer, who was very active in club work, is leaving us to join her husband in Sioux City, who has been transferred to that point, we all regret her leaving and will miss her greatly, but no doubt she will become an active member in the Sioux City Chapter. The Board presented her with a gift.

Our regular monthly meeting was postponed from the first Monday in April to the second Monday on account of so many activities on the first date.

On the evening of April 6 the Twin City Chapter gave a Gallatin Gateway dance and card party in the ballroom of the Nicollet Hotel, which was largely attended by employes and their friends, about twelve hundred being present.

The parlors and ballroom were beautifully decorated with spring flowers, palms and evergreens, at the main entrance to the ballroom was a replica of the famous Gallatin Gateway which had been erected by Chief Carpenter Kurzeka, the Gateway was constructed of logs and was flanked on either side with pine trees, the entire setting producing a very realistic effect.

Those present thoroughly enjoyed themselves as was evidenced by the fact the dancers lingered till the last parting strains of Wesley Barlow's orchestra faded away at midnight.

Mrs. Turney, general chairman, and her committee are entitled to a great deal of credit for the successful manner in which they arranged and conducted this party, which was one of the prettiest of the season.

The club is also indebted to Mr. Kurzeka for the assistance he rendered the decorating committee.

Mrs. Barnd, 1513 East Thirty-second street was the lucky winner of the door prize, consisting of a trip through Yellowstone Park.

Mrs. Bannon and the committee were very much pleased to see such a large attendance of members and their friends from St. Paul.

The next regular meeting will be held Monday evening, April 8, and in keeping with the season the entertainment will consist of a Spring Style Review.

Arrangements are now being made to hold the May meeting in St. Paul, the time and place to be announced later.

## Beloit Chapter

*Mrs. A. C. Morrissey, Historian*

### Costume Party a Great Success

THE modern way of expressing our April meeting would be to say, "It was a Wow," or a "Scream" or a "Hunding," or possibly all three together might better express it, anyway we enjoyed it. Mrs. Barrett, our program chairman, informed us the previous meeting that this one was to be a costume party. Mrs. Gilbert carried off a prize for the most original; she just played the part her husband does every day, engineer. Mrs. Black received a prize for the funniest, she not only dressed, but also played the part of a typical hobo.

Other interesting characters were: Mrs. Callahan, Lady of 1876; Mrs. Thurber, Away Back When; Mrs. Antlip, Jap; Mrs. Beeler, Red Riding Hood; Mrs. Ryan, An Old Irish Biddy; Mrs. Brice, Bowery Tough; Mrs. Ruck, Ballplayer; Mrs. Helm, R. R. Man; Mrs. McCann, Kool Motor Mec; Mrs. Barrett, Gypsy.

There were many more interesting outfits but as space in the Magazine is so precious will have to leave them to some other time.

Mrs. Callahan, our social chairman, reports a card party April 20, a May party and dance early in May and a movie benefit soon.

Mrs. Barrett has a play for our next meeting. She certainly must eat that breakfast food called "Pep," for she has certainly "pepped" up our meetings. She has given us something new each time and that helps to draw out the members and gives us more to look forward to rather than just a business meeting. We fully realize it makes her a lot of work but for those of us that just have to sit and listen—it is wonderful.

Mr. Howland is still in a hospital in Madison, and his many friends have missed him.

Mrs. Ferrero was a patient in Beloit's new hospital but she is out and feeling fine. It certainly didn't affect her smile which we are glad to report, for without that smile she'd be a stranger.

## Wausau Chapter

*Bertha Hoehn, Historian*

### To Give a Big Milwaukee Railroad Picnic

AN old-fashioned dancing party for Milwaukee Railroad people and friends was given at the club house on the evening of April 6, and about 65 persons attended.

Mrs. Pat Brown and Mrs. C. H. Whaley were appropriately gowned in fashions of 1880, and these were especially effective during the square and folk dances which were a part of the program.

At 11:30 a delicious buffet lunch was served by the committee in charge, composed of Mrs. M. E. Millard, Mrs. Clara Rege, Mrs. J. P. Horn, Mrs. E. J. Czamanski, Mrs. D. O. Daniels and Mrs. F. L. Doxtader.

The regular monthly meeting of the chapter was held Tuesday, April 9, with 32 members present.

Reports given show the work of the chapter being successfully carried on by officers and committees.

In response to an inquiry from the men of the division, a motion was made and carried to notify them that Wausau Chapter would be glad to co-operate with them in the work of giving a big Milwaukee Railroad picnic in Wausau this summer.

Bridge and Five Hundred were played during the social hour, Mrs. Phil Lennert and Mrs. Chas. Conklin, Jr., winning prizes in the former

and Mrs. Harry Norenberg and Mrs. J. P. Horn in 500.

Refreshments were served by the following committee: Mrs. James O'Brien, Mrs. F. W. Bryan, Mrs. Arthur Beilke, Mrs. R. H. Cunningham, and Miss Mildred Conklin.

Mrs. Oscar Sutherland, Mrs. Harry Norenberg and Mrs. Carol Siesenop of Tomahawk, and Mrs. C. Strassman of Irma, were out of town members present.

## Cedar Rapids Chapter

*Mary Kelly, Historian*

THE officers of Cedar Rapids Chapter for the year 1929 are: president, Mrs. Tillie Lukes; 1st vice-president, Ida Mae Duston; 2nd vice-president, Mrs. Tillie Hunter; secretary, Mrs. Margaret Quick; treasurer, Mrs. Charles Haynor; historian, Mary Kelly. The committee chairmen are Sunshine and Mutual Benefit, Mrs. Edna Vosburg; Social, Mrs. Anna Mae Dimock; Ways and Means, Mrs. Ethel Baer; Membership, Mrs. George Scurlock; pianist, Mrs. Pepmeyer.

On Thursday evening, March 28, the club rooms were filled for the picnic supper and musical program, given as a compliment to the Men's Athletic Club in appreciation of their entertainment given for the Women's Club in February.

The musical program was given by Carl Steele, Evelyn Scurlock, Dixie Mac Layer, Arturo Jackson, Harry Warder and Elmer Young. Community singing concluded the program, under the direction of Mr. Warder. Cards and dancing were enjoyed afterwards. Mrs. Anna Mae Dimock had charge of the dinner arrangements, Mrs. Hayner of the entertainment.

The Friday night card parties are held every other Friday alternating with the Tuesday afternoon parties.

## Marion Chapter

*Mrs. Frank Keith, Historian*

MARION CHAPTER met Thursday, March 14, in Memorial Hall, with a good sized attendance. Mrs. Thomas Costello, Sunshine chairman, reported that the chapter had undertaken the payment of hospital bills for a woman seriously ill at Mercy Hospital, Cedar Rapids.

The chapter voted to give \$25.00 toward the Boy Scout movement.

Plans were made for the annual charity ball to be given April 1.

Mrs. D. S. Stewart, chairman of the Sick and Calling committee, reported a large number of cards sent and calls made.

After the business meeting tables were ar-

ranged for cards, Mrs. Margaret Lanning was given the door prize.

During the social hour refreshments were served by the committee consisting of Mmes. John Smith, chairman; George Barnoske, Sr., Clifford Beall, George Halsey, C. L. McDonnell, Amos Floyd and Otto Kickhoefer.

On April 8, the chapter met in Memorial Hall. The president, Mrs. Jennie Vandercook, reported the success, socially and financially, of the charity ball; and a vote of thanks was extended to all who assisted the club in making the affair so successful.

Mrs. Costello, chairman of the Sunshine Committee, reported that there had been a great many calls for assistance the past month. Mrs. Stewart, chairman of Sick and Calling Committee, reported 70 calls and 35 telephone calls and 2 cards sent.

Mrs. H. E. Byram, president-general of the club, plans to visit Marion the first of May and plans were discussed for the meeting in her honor.

During the social hour tables were arranged for cards. Refreshments were served by Mmes. L. K. Owen, chairman; G. Barnoske, Sr., C. Rowe, L. C. Low, J. T. Gallivan, C. Westcott, J. Troy, G. Luense and G. Leaf. Mrs. Owen favored us with a Scotch song which was much enjoyed.

We are sorry to have to report the death of the husband of one of our members, Mr. E. L. Sinclair. Our club extends heartfelt sympathy to Mrs. Sinclair and family.

## Mitchell Chapter

*Mrs. Tom McComish, Historian*  
Gave a "Sock Social"

MITCHELL CHAPTER held its regular meeting at K. of C. Hall, March 18. Routine business was transacted, after which the meeting was turned over to Mrs. G. E. Baum, program chairman, who presented the following numbers: harmonica selection by Leslie Montgomery; piano duet, Nadine Schimer and Ruth Sturgis; reading by Frank Livingston, accompanied by Mrs. Baum; Phyllis France, a piano number and Maxine Entwistle a violin selection. Cards and games were enjoyed after the program and a very nice lunch was served, Mrs. R. Montgomery, chairman.

Mrs. A. Peterson, our Welfare chairman, and her committee, were kept very busy the past month looking after the sick. They made thirty sick calls, fifteen relief calls and ten phone calls.

Mrs. C. E. Sloan, chairman of Ways and Means, put on a bake sale at our leading grocery store and a nice sum was realized. Mrs. Sloan is now planning on a "sock social"

to raise money for the club. Each member is to put in a little sock according to the following verses:

"This little sock we give to you,  
It's not for you to wear.

Please multiply your size by two

And place therein with care

In pennies or in cents

Just twice the number that you wear.

"So if you wear a number ten,

You owe us twenty—see?

Which dropped within this little sock

Will fill our hearts with glee.

"Now don't forget the time and place,

We'll answer when you knock,

And welcome you with open arms

But don't forget your sock."

I think this is a very nice idea to raise money for a club and it helps a lot.

## St. Maries Chapter

*Mrs. Claude Hallead, Historian*

ST. MARIES CHAPTER held its regular meeting March 18 in the club rooms, our president, Mrs. Leonard, presiding.

Reports were read by chairmen of the different committees, Mrs. Carl Shewnaek was appointed chairman of the Ways and Means committee in place of Mrs. Manley, who has moved away. Ways and Means Committee planned a food sale to be held Saturday, March 23.

Mrs. Leonard read a telegram from Mrs. Byram telling us she would visit our chapter Friday, March 22.

A luncheon was arranged in her honor at the Kootenai Inn. The committee on arrangements were Mmes. Mickelson, Simms and Arthur. The secretary was instructed to send word of the luncheon to Avery members and urge them to attend.

Mrs. Emerson was in charge of flowers for the club house for that date.

Meeting closed and the afternoon was spent in a social way, hostesses for the day were Mrs. Emerson, Kinard and Kirkpatrick.

The special meeting called in honor of Mrs. Byram opened with luncheon at Kootenai Inn, the meeting following. Mrs. Byram gave a very interesting talk on club work and told of the wonderful progress the clubs were making. At the close of the meeting Mrs. Byram was presented with a souvenir of St. Maries and was taken to the club rooms. We were proud to show our club house to Mrs. Byram and to tell her how interested our members are.

The members of the St. Maries Chapter are grateful to Mrs. Byram for her visit to our town, we feel that her talk and helpful ideas will help us get more members and make others understand how worth while our club work is. We hope that this will not be the last time that Mrs. Byram visits our club, and that in the near future we shall have a hundred per cent membership.

## Milwaukee Chapter

*Leona Schultz, Historian*

Headed the List in Relief Work

AT the March meeting, the Milwaukee Chapter was honored by having Mrs. Kendall and Miss Lindskog as its guests for the evening. We are always glad to hear from Mrs. Kendall, and as usual her remarks were very interesting and encouraging, and her doctrine of patience and allowing our good deeds to speak for us in our endeavor to increase our membership, is well worth remembering. Miss Lindskog brought us the delightful news that Mrs. Byram will pay the chapters a visit in



Sunset on Puget Sound

May. We thoroughly enjoyed having Mrs. Kendall and Miss Lindskog with us, and hope they will come again soon, for their visits are much too short and far too few.

Milwaukee Chapter was mighty proud when we read the Annual Report of the General Board, to find we headed the list in the amount spent for relief work in 1928, having spent \$1,206 in good deeds. Aside from the fact that we like to be at the top, we were very glad to have been of service to those in trouble, and hope that any and all cases needing attention and aid will be referred to us. Financial aid was given to one family during March.

The song contest for a Milwaukee Railroad Song was announced, and any members with talent in composing songs are urged to submit their songs. There is a \$25 prize for the song which is selected as being the best.

Two big parties are slated for April, the Pillow Case Card Party on the 17th, and the Fifth Annual Dance and Card Party on April 20th, and we hope both will be tremendous successes.

### Tacoma Chapter

*Mrs. Walter Jennings, Historian*  
**Mrs. Byram Speaks to a Large Attendance**

ON Monday, March 18, we were honored with a visit from our president-general, Mrs. Byram. A dinner at one of the hotels was given in her honor. We were glad to welcome so many visitors from the Seattle Chapter on this occasion.

After dinner a reception was given in honor of Mrs. Byram. Mrs. A. D. Browning, our president, spoke a few words of welcome and introduced Mrs. Byram, who gave a very interesting and inspiring talk on the good work accomplished by the different chapters over the system. Short talks were also given by Mr. F. E. Devlin, superintendent of the Coast Division, and by Dr. Willard, surgeon for The Milwaukee.

The regular meeting of the Milwaukee Women's Club was held on Monday, the 25th of March. A delicious luncheon was served at noon, at which contributing members among the men were especially honored. We were also glad to have so many of the girls of the various Milwaukee offices with us at this meeting. We had such a large attendance that our dining room was not large enough to accommodate all of us, and a number had to be served in one of the smaller rooms.

Flowers and cake from the reception in honor of Mrs. Byram were distributed among the sick at the hospital by Mrs. C. Schmidt.

The question of a home for our local chapter again came up for discussion, but no definite action was taken.

Our next social affair will be a card party, and the fact that Mrs. Pyette, our past president, and Mrs. Hatch are to have charge of it, guarantees its success.

At our next meeting we will hold open house. After luncheon and a short business session, cards will be played.

### Mason City Chapter

*Mrs. M. M. Wolvorton, Historian*  
**Entertained the Office Forces**

SPRING was ushered in to our club in all its glory with the event of a St. Patrick's Day party, which the board members gave to about sixteen Milwaukee clerks. The eye of an interior decorator could well put the stamp of approval on the artistic touches displayed by Mrs. W. F. Cody and Mrs. P. A. Gallagher, who were responsible for the clever and original table decorations. The board members served

the chicken dinner after which an evening of entertainment followed. The event was a token of our appreciation to the clerks whose good work and loyalty to our club have found a big spot in our hearts.

The bi-weekly card party was under the supervision of Mrs. Patton. About ten tables of cards were played with Mr. Toirby and Mrs. Wm. Johnston carrying away the honors.

At the regular meeting held March 26, we were given a St. Patrick's program. Mr. J. F. Garvey, a prominent citizen of Mason City and also a native of Ireland, gave a talk on Ireland. Sure and it was a splendid talk Mr. Garvey, and we of the C. M. St. P. & P. Women's Club wish to give you a vote of thanks for contributing so generously to our evening's entertainment. Miss Gertrude Patrick gave several readings and vocal and instrumental numbers were given by the Misses Helen Bradley and Lillian Jarosh.

At the monthly meeting hereafter we will have a new addition to our evening's fun. Each member is to be given a number upon entering the club rooms. Then a number is to be drawn and the one receiving the lucky number will be given a prize.

Our Welfare and Sunshine Committees have been carrying on their good work. Many sick calls have been made and donations given to those in need.

We are pleased to announce that our club staged another very successful dance held April 5, in the K. of C. Hall. The Ways and Means Committee sponsored this affair under the direction of Mrs. Victor Randall, with the clerks assisting. A goodly sum was realized and a fine crowd present.

Again we take off our hats to the clerk!

### Dubuque Chapter

*Mrs. T. P. Jones, Historian*  
**Gratefully Acknowledges Substantial Support in the Relief Work**

THE regular meeting of the Dubuque Chapter was called to order by our president, Mrs. F. E. Leonard, who asked everyone to join in singing one verse of "America," which was followed by the club motto.

Reports of the various committees were given and showed an active interest in welfare work as well as future plans for raising money.

Mrs. A. Bensch gave a report on a card party which she had charge of both afternoon and evening, March 21.

Everyone is anxiously awaiting one of those real get-together dances which is to be given Saturday, April 20, at the Canfield Hotel Ballroom. These dances are always very worth while, for they not only help us financially, but do much to help create a better understanding and acquaintanceship among the members and friends of this chapter.

One of our shop employes made the club very grateful and happy by a donation of \$5.00 to help with our relief work. Such support as this makes us feel that our work is really being appreciated.

We are indeed sorry to learn of the transfer of the G. Rowley family to the Madison Division. Mrs. Rowley has been an enthusiastic worker since she came to Dubuque, and she has made many friends who sincerely regret her departure.

Mesdames Ohnizorge, Schildman and Glab sponsored the program for the meeting which consisted of violin and guitar music furnished by Miss and Mr. Pelzer; a reading by Mrs. Chas. Blair and a piano solo by Miss Gertie Zwack. At the conclusion of the program doughnuts and coffee were served.

### Spokane Chapter

*Mrs. E. K. Stedman, Historian*  
**Will Assist Othello Women in Forming a Chapter**

SPokane CHAPTER met for the regular business meeting, Tuesday afternoon, April 12. The attendance was very good. Miss Agnes Sullivan gave a book review of "A Lantern in Her Hand." Mrs. J. H. Vossey and Mrs. W. T. O'Reilly sang duets, impromptu, and were accompanied by Miss Mildred McAuléy at the piano.

Friday evening, March 29, we were so fortunate as to have Mrs. Byram with us. A special meeting was called at the Y. W. C. A. Mrs. Byram discussed the welfare of the clubs and presented many interesting and valuable phases of aims and accomplishments of the Milwaukee Women's Clubs.

Thursday, April 18, a delegation of members of the Spokane Chapter will meet with the ladies at Othello, to organize a chapter at that place.

May 1st the Spokane members will journey to Malden, to meet with the ladies.

Saturday evening, March 30, a "pot luck" card party was held in the club rooms in the City National Bank. Bridge and pinochle were played. Mrs. Lenahan won first prize in bridge, Mr. Cutler second, and Mrs. Cutler consolation. In pinochle, Mrs. Cooper won first, Mr. Janosky second, and Mrs. Skinner consolation.

Saturday evening, April 27, a musical skit and minstrel will be staged in the club rooms.

### Tomah Chapter

*Mrs. Herman Lanke, Historian*  
ON Wednesday, April 3, the regular monthly meeting of the Tomah Chapter was held in the community rooms of the public library. Our president, Mrs. Wm. Brown, opened our meeting in the usual manner by all present reciting the club motto and singing the club songs.

Our Ways and Means chairman advised us our afternoon tea which was to be given April 2, was postponed on account of so many members being out of town. The time now set is Wednesday, April 10, when the quilt blocks will be judged and prizes awarded. During the session it was decided to have a sack lunch with our tea.

After all the regular business was disposed of and the Sunshine collection was taken, we were entertained by a committee, Mrs. Hennarichs acting as chairman.

Reading—On the Radio . . . . . Mrs. Wagner  
Recitation—Don't Forget . . . Buddy Hennarichs  
Piano and Mouth Organ Duet . . . Mrs. L. Thom

Reading—Spring Time . . . . . Mrs. M. Sowle  
Reading—Spring Time . . . . . Mrs. E. Erdman

Our next regular meeting will be held on Wednesday evening, May 1.

### Sioux Falls Chapter

*Mrs. H. B. Olsen, Historian*  
OUR regular monthly meeting was held at the club house on April 9, with a nice attendance. Two new members were taken into the ranks, Mrs. Henry Flaskey and Mrs. Carl Wheeler. Mrs. Wheeler has been transferred from the Sioux City Chapter, and we are mighty glad to have these two ladies with us. Through the regular order of business, it was generally accepted that the club defray the expense of an operation and hospital service to one of our employes who in the past year has had considerable sickness.

Mrs. J. E. West, who having recently returned from a sojourn in California, was present and we were very glad to have her with us after such a long absence.

The public dance held at the Arkota Ball Room on April 11, was a real success. \$225 clear was realized through the efforts of everyone boosting this dance. A special feature was "The Brown Kiddies," who entertained with dance and song. Mr. Gus Woogstad of the baggage room, won the prize of five dollars for selling the most tickets, and Mr. C. Howard of this city, was adjudged the most popular person at the dance and won the free trip to the Black Hills. We are surely indebted to all those who sold tickets and helped make the dance such a big success.

Club members are selling vanilla, napkins and flour sifters, the proceeds from which will be turned over to the Ways and Means committee. The sale of these articles has met with extraordinary success so far, and we sincerely hope it will continue.

### Janesville Chapter

*Mrs. Marie Morrissey, Historian*  
Stage Their Annual Frolic

WHAT started out to be a token of appreciation of the work done by our chapter developed into one of the most successful community events ever staged in Janesville, when the first annual frolic was presented by the men of the railroad at the Auditorium.

More than 950 men, women and children attended. A special train brought 68 from the Madison Chapter, many of them being officials. Also Mrs. Grace Sawolski, president of the Madison Chapter. Beloit was also well represented, including Mrs. N. P. Thurber, president of Beloit Chapter. A seven o'clock dinner was served to 650. The Boy Scouts acted as waiters.

During the banquet an orchestra gave a splendid program. The members were attired as Irish colleens and Irish gentlemen.

At the conclusion of the dinner Mr. J. Brown, local agent, gave a short talk.

Our president, Mrs. George J. Ryan, made the response, thanking the men for their splendid co-operation, and emphasizing the fact that without their assistance the club would not have flourished as it has since organization.

The men presented Mrs. Ryan with a beautiful corsage of roses.

John Richard was "Mrs. Busy Body" and created entertainment throughout the evening.

The program was cleverly presented from radio station M. R. W. C. with Frank Sullivan as announcer.

There was much comedy in the following acts of vaudeville:

- Act 1. German Band.
- Act 2. Irish Dances.
- Act 3. A Park Scene.
- Act 4. Clown Acrobat.
- Act 5. Indian Scene.
- Act 6. Educated Horse.

As a grand finale a most complete minstrel show was presented under the direction of Mr. E. F. Krenke. Mr. Thornton De Coster, as a special solo, sang "Mother Machree," complimentary to the chapter, also an original parody favoring the club which was very clever.

Dancing followed the program lasting until one o'clock.

We are especially grateful to Mr. E. J. Ripberger, who was general chairman of the frolic; also Mr. Chas. Gregory, chairman of the dinner, George J. Ryan, E. F. Krenke, J. J. Kelly, T. C. Barrett, E. Brown, and all the men who took part in any way, of which there were over a hundred. They worked untiringly for weeks.

### Bensenville Chapter No. 3

*Louise Suter, Historian*

REGULAR meeting was held April 3, 1929 at the club house, Mrs. Sutherland, president presiding.

Benefit chairman pro tem. Mrs. Hugdahl, reports that groceries and flowers were given to members during the month and a loan was made to an employe.

Mrs. William Rands, chairman of the Ways and Means Committee, reported that approximately fifty dollars was made at the benefit movie show given during March. No plans for the immediate future have been made as yet.

The librarian reports six hundred and fifteen books on hand, ninety-one of which were given out during March. Forty of our volumes were sent to a new library being started on the system.

Last month the social chairman's name was reported as Mrs. John Valentine, when it should have been Mrs. Clarence Elliott. We are sorry the error occurred.

A very interesting program concluded the meeting. Mr. Harold Senne of the Senne Fur Company, gave a talk and demonstration on furs. He had a number of valuable pelts with him as well as coats and told how furs were handled from the trapping to the finished garment. Little Miss Mae Malcolm gave a reading, "Easter Lilies."

We are sorry to report two deaths during March—Mrs. John Koebbeman, one of our members, and the mother of Switchman Frank Koebbeman, passed away at her home in Bensenville. Mrs. Albert E. Hibsich, mother of Mrs. Robert Tanning, our recording secretary, died on Friday, March 15, at her home in Chicago.

Mrs. Frank Sutherland returned from a three weeks' business and vacation trip at New Smyrna, Florida, in time to preside at the April meeting.

Mr. and Mrs. Francis E. Suter announce the birth of a son on April 8.

### Austin Chapter

*Mrs. Fred Valentine, Historian*  
An Active Month

THE Horrel Y. W. C. A., a bower of beauty with spring flowers, was the scene of an enthusiastic gathering of Austin Chapter at their regular March meeting. After a brief business meeting, Mrs. Everett Banfield, in her gracious and charming manner, sang two solos, following which Mrs. Eunice Rice took her listeners over the Mediterranean tour that she made last year. Her talk was most interesting and was greatly enhanced by a display of valuable and historical articles acquired during her trip abroad. Clarence McDonald, with his usual fine technique, favored the company with two piano numbers; John Ahern sang two solos in his happy manner.

At the beautifully appointed table in the dining room, refreshments were served by a committee headed by Mrs. Oscar Ober, with Mmes. G. A. Van Dyke and Thomas McFarlane presiding at the urns.

The monthly business meeting was held in the club rooms. Reports of the various committees were given and other general business discussed. After the business meeting a fine program was enjoyed. Mr. Page gave an interesting and instructive talk on "The Value of the Boy Scout Movement." Mrs. Teff and Miss Johnson favored with readings. Several guessing contests featured the rest of the program. Refreshments were served at the close of the program.

A bake sale was held this month, under the supervision of the Ways and Means Committee, Mrs. E. J. Blomily, chairman. Home made aprons were also sold. Fifty-two dollars were realized and we wish to thank those who so generously contributed to make this sale a success.

An afternoon card party was held at the club rooms at which Bridge and 500 were played at twelve tables. Prize in Bridge was won by Mrs. Lang and in 500 by Mrs. Sam Siegfried.

### Ottumwa Chapter

*Mrs. James B. Davis, Historian*  
Club Grounds a Fairy Garden

SPRING is here, and with each day our clubhouse and grounds become more and more attractive. It will be a fairy garden before summer, and we only wish you could all visit it. It is one of the beauty spots on The Milwaukee system; and the club house, besides, quarters one of the peppiest clubs you ever met, and membership is still climbing.

On March 22, another of our social meetings was held. Cards were enjoyed and delightful refreshments were served by the committee in charge, consisting of Mmes. Howard, chairman, Given, Sheridan, Hannon and Orvis.

On March 26 the members gathered at the Mike Reynolds' residence to sew. Little dresses, coats and suits were made for five youngsters of a Milwaukee family which has been visited by serious illness to the father. A surprise was in store for all those present as it was Mrs. Kremer's birthday and she brought a lovely cake, which certainly was greatly enjoyed.

### Perry Chapter

*Ruby Eckman, Historian*

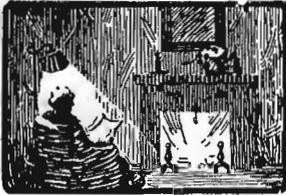
THE social activities for the Perry Chapter for April included a pot luck supper to which the families of members were invited. Several members of the club who had never attended such affairs were present and enjoyed themselves with the old-timers.

A short program followed the supper and during the evening those who preferred cards played bridge while the rest of the crowd danced or listened to the music, which was furnished by the Persians, an orchestra made up almost exclusively of children of the railroad family. The orchestra which is always used by the women for the social affairs, includes Helen Warner, daughter of Charles Warner, pianist; Donald Lee, son of Conductor H. W. Lee, saxophone; Wm. Stevenson, son of Conductor Wm. Stevenson, violinist; Glenn Wicheal, son of Engineer Frank Wicheal, bass; Simon Richardson, son of Engineer A. L. Richardson, drums; Robert Turner, brother of Fireman Ray Turner, cornet or trombone. Jack Ellis, another lad from Perry, is also a member.

The Ways and Means committee served a luncheon for the Ladies' Auxiliary to the O. R. C. at a big meeting they had on April 16.



Section Foreman Fred Schleicker, Good Thunder, Minnesota



# AT HOME



## Our June Brides

By Elinor Corcoran

JUNE is the month of sunshine and roses and brides, and June is not far off. For about two months the bride has been the subject of much attention. Every store, from the smallest hardware to the largest department store, seems to have and to display something for the bride's trousseau or for her home.

A wedding outfit, like any other is a matter of personal taste and personal finances. The girl who has always dreamed of a long church aisle, soft organ music and light coming through colored panes, has dreamed too of white satin, laces, tiny flower girls and a host of bridesmaids. The girl who has planned on a quiet home wedding with sister playing the piano and only the family and best friends looking on, has dreamed of less elaborate clothes.

For the large church wedding the clothes as well as the atmosphere are very formal but that does not mean that the clothes be less simple. Simplicity is the keynote to the trousseau, as well as to other outfits this spring. The bridal gown may be of stiff white satin or of moire or of satin crepe. But the tints are just a shade off white this year—either creamy or with a shade of pink. I saw one attractive gown of moire with a long tight waist and circular skirt—longer on the sides than on the back and front—and long tight mousquetaire sleeves with points over the hands. The neck was V in front and back. Satin is the old stand-by for the bride's dress, and white satin has one connotation—a wedding. By a good designer, satin crepe can be cut and draped in beautiful lines. With the moire dress there should be white moire pumps and with the satin, white satin pumps. If a girl has chosen some other material besides satin or moire, she might find white crepe de chine pumps are the thing for her. And now we come to the veil. The sad part of wedding veils is that all people are not able to tell what they can wear with style and what does not suit their type. It is not so much the girl who has had her outfit designed by an expert, who must be careful, but it is the girl who is planning her own or buying it ready-made. A wedding veil is peculiar. Some of them change a beautiful girl into a plain woman or vice versa; still others may change out of all recognition, the face of the bride. Further, it is often the veil which says "This bride is chic," or "This bride is nun-like," and so its material and design must be chosen accordingly. Many people have old family lace and nothing is more appropriate than that for the veil. For those who do not want lace, or who want something to combine with lace, there are the old stand-bys—net and tulle. And lastly the gloves and the hose—the newest glove is long white suede that wrinkles over the wrist; the hose are such sheer white that they look flesh-colored.

Everything that has been mentioned for the church bride is a part of the home



Charles R., Jr., Son of Roadmaster Strong, Idaho Division



Junior, Ted and William, Sons of Storekeeper George Ellis, Othello



Gerald Dale, Son of Engineer H. F. Mahnke, Sioux City

bride's outfit also and either one may simplify or elaborate her outfit just as she wishes.

The trousseau includes not only the wedding day outfit but enough clothes to last the bride for a year. I think I would confine that year's supply to underclothes and such things, and buy dresses and hats no farther than a season ahead.

Who can tell what some fanatical mind is apt to introduce as the "latest"? According to the standing authority (E. P.) the trousseau includes house linens, besides personal things and the more house linens the bride acquires before marriage, the fewer worries she will have when she entertains after marriage.

If there is a wedding party the bride chooses her color scheme and often chooses the dressmaker or designer. The bridesmaid no longer has to wear a picture hat and a period dress. Simplicity reigns over her outfit too. She may wear a small hat if she likes and her dress may be almost tailored.

There is only one thing more and that is something about which the bride is always concerned, yet about which she has little or nothing to say—the wedding gifts. I can imagine nothing worse than having to thank people for a multitude of useless gifts. There is one fairly good check that one could use when buying a wedding gift and that is "Would I like it myself?" If not, then don't burden your friend with it.

When this crop of June brides is disposed of we shall not hear much about weddings and trousseaux until next October, but these important details will continue to exist and each season's brides will go through the same preparations and plan their trousseaux to fit the season, their fancies and their purses, keeping always, however, within the certain conventional lines outlined above.

## Sioux City Chapter

Mrs. Robert L. Robson, Historian

### Have a Competitive Membership Drive

TUESDAY, March 19, the board met in the home of Mrs. N. E. Capwell, with Mmes. Homer Snow, Fred Paul and R. L. Robson as assistant hostesses. Luncheon was served to fifteen members. The afternoon was devoted to arranging a loan for a worthy family, and planning for a card party to be held in Davidson's Tea Room. Mrs. Buechler appointed the two vice-presidents, Mrs. H. Steuben and Mrs. F. R. Doud, as captains for a membership drive, to be sponsored by the board. Names were drawn and the campaign started. The losing team is to banquet the winners.

The regular meeting of the chapter was held Monday evening, March 25. The usual pot luck dinner preceded the evening meeting. In the absence of Mrs. Buechler, Mrs. Doud presided and routine business was transacted. Our Mutual Benefit chairman, Mrs. L. A. Kline, reported a loan to pay taxes and other expenses; also had been buying coal for a needy family. After the business meeting Mrs. Keane, program chairman, had charge of the entertainment, and a short program followed consisting of a vocal solo by Mrs. M. R. Landon; readings by Lois Keane and Joanne Lewis.

Bridge and 500 followed, Mr. Capwell winning high score for the men and Mrs. Fletcher of Elk Point, high score for the ladies.

We were pleasantly surprised when Mr. and Mrs. Fletcher of Elk Point, and Mr. and Mrs. Sullivan of Vermillion, walked in and took dinner with us. We always welcome out-of-town members.



Miss Milwaukee will enjoy such a sports outfit this spring as shown—a frock with sleeves that she can wear to work and a separate finger-tip length jacket of the same rajah silk. Such an ensemble is the vogue for the girl at home or at business, and may be had in yellow, blue or orchid and the attractive natural pongee shade. With this a smart straw braided hat is worn.

The figured crepe frock shown is well adapted to any daytime wear. The knife pleated skirt is soft and attached to the blouse with hipline bands of red. Ties and a little bow at the waistline add the little feminine touches every girl loves.

(Costumes courtesy of the Davis Company, Chicago).

### The Patterns

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

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

6461. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires  $4\frac{1}{2}$  yards of 39 inch material. For trimming bands, and belt of contrasting material  $\frac{1}{2}$  yard is required 40 inches wide and cut crosswise. The width of the Dress at the lower edge with fullness extended is  $2\frac{3}{4}$  yards. Price 12c.

6466. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires  $3\frac{1}{2}$  yards of 39 inch material. For scarf collars, cuffs, belt and revers facing of contrasting ma-

terial  $\frac{1}{2}$  yard of 40 inches wide is required. The width of the Dress at the lower edge with fullness extended is  $2\frac{3}{4}$  yards. Price 12c.

6067. Girls' Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 6 year size requires  $2\frac{1}{4}$  yards of 32 inch material. To face the yoke bands with contrasting material requires  $\frac{1}{4}$  yard 27 inches wide. To finish with narrow bias binding, as illustrated requires  $4\frac{1}{2}$  yards. Price 12c.

6458. Ladies' Dress with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires  $3\frac{3}{4}$  yards of 39 inch material. The width of the Dress at the lower edge with plaits extended is 2 yards. Price 12c.

6479. Boys' Suit. Cut in 5 sizes: 2, 3, 4, 5 and 6 years. A 3 year size as pictured in the large view will require  $\frac{7}{8}$  yard for the blouse, and  $1\frac{1}{2}$  yards of contrasting material for collar, cuffs and trousers of 35 inch material. If made with long sleeves the blouse requires 1 yard. Price 12c.

6474. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires  $2\frac{3}{4}$  yards of 39 inch material. To finish with bias

binding requires 2 yards  $1\frac{1}{2}$  inch wide. Price 12c.

6255. Ladies' Morning Frock. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires  $3\frac{3}{4}$  yards of 36 inch material. To finish with bias binding as illustrated will require  $8\frac{3}{4}$  yards. The width of the Dress at the lower edge with fullness extended is  $1\frac{1}{2}$  yards. Price 12c.

6470. Ladies' Step in Chemise. Cut in 4 Sizes: Small 34-36, medium 38-40, large 42-44, extra large 46-48 inches bust measure. A medium size requires  $2\frac{1}{4}$  yards of 39 inch material. For shoulder straps and string girdle of ribbon  $2\frac{3}{4}$  yards will be required. The vestee of lace or contrasting material requires  $\frac{1}{4}$  yard 18 inches wide. Price 12c.

6231. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 12 year size requires  $3\frac{1}{4}$  yards of 27 inch material together with  $\frac{1}{2}$  yard of contrasting material. To finish with bias binding will require  $2\frac{3}{4}$  yards. Price 12c.

### Good Things to Eat

Ginger Ale Ring. One large bottle Clicquot Club ginger ale; two packages lemon jello; one



cup boiling water. Mixed fruits, cut in small pieces.

Dissolve the jello in boiling water, add ginger ale, which should first be brought to the boiling point. Before boiling, let it stand in a bowl fifteen minutes, or until all the "fizz" is out.

To this mixture add the fruits and pour in ring mould to set.

**Dressing for Ginger Ale Ring.** Juice from one small can of pineapple; juice of one orange and one lemon each; two eggs, well beaten; one-half cup sugar. Mix eggs and sugar, add fruit juices. Boil slowly in double boiler for about half an hour. Chill and just before using add one-half pint of whipped cream.

**Mexican Jelly.** Peel four large cucumbers and cut in thin slices. Put in sauce pan with one cup cold water and bring to boiling point. Cook slowly until soft, then force through a fine strainer. Add two and one-half tablespoons of Knox's gelatine dissolved in three-fourths cup boiling water, few drops of onion juice, one tablespoon of vinegar, few grains of cayenne and salt and black pepper to taste.

Color with green vegetable coloring, strain through cheese cloth and place in ring mould. After removing mould, fill space in center with tomato mayonnaise. Garnish with thin slices of cucumber and on center of each slice place a circular piece of truffle. Around base of mould place small tomatoes, peeled, chilled and cut in halves crosswise. On each slice of tomato place a circular slice of cucumber and over all a circular piece of truffle. To make tomato mayonnaise, color plain mayonnaise with tomato puree.

**Orange Mint Salad.** Remove pulp from four large oranges by cutting in halves and using

a grape fruit knife. Sprinkle with powdered sugar, two to three tablespoons, and add two tablespoons of finely chopped mint and one tablespoon each of lemon juice and grape juice. Chill thoroughly, serve in glasses and garnish each with a sprig of mint. If oranges are very juicy, a part of the juice should be drained off before turning into glasses.

**Monte Carlo Salad.** Remove the pulp from four large grape fruit and drain. Add an equal quantity of finely cut celery and apple. Moisten with mayonnaise and pile on a shallow salad dish, arrange around this a border of lettuce leaves and pour mayonnaise over. Now comes the Monte Carlo. Outline this border using green mayonnaise, in four oblongs to represent playing cards and denote the spots on cards by canned pimientos or truffles; pimientos cut in shapes of hearts and diamonds and truffles cut in shapes of spades and clubs. Garnish with cold cooked carrot and turnip shaped with small round cutter to suggest silver coin.

**Los Angeles Fruit Salad.** Cut marshmallows in their strips, using scissors; there should be one and three-fourths cups. Add one-half can sliced pineapple, drained and cut in small cubes; two and three-fourths cups green grapes, skinned, seeded and cut in halves; one and one-half cups sections of orange; one-half cup walnut meats cut in pieces and a pinch of salt. Make cups of halves of orange peel, arrange on nests of lettuce leaves and fill with the mixture moistened with salad dressing. Cover with cream salad dressing and garnish top of each with thin strips of canned pimiento, one-half grape, skinned and seeded and finely chopped parsley.

## Early Days in the B. and B. Department

(Continued from page 6)

spoke to Mr. Sheldon, presenting my letter of introduction from Mr. Kimball; and this is how he greeted me. He was seated, and while I stood looking over his shoulder, he was sizing me up from head to foot, finally remarking "You are a damn young-looking sonofagun for them to send down here to put up those Howe truss bridges." You can, perhaps, imagine my feelings. I was fairly dumbfounded and quite unable to speak; but when I finally did pluck up courage enough to reply to him I told him that while I was a young man I had had quite a few years' experience in this line of work and felt competent to go ahead with the work. His answer to that was also typical. He said, "Well, that is all that's necessary." While Mr. Sheldon was rough and ready and very gruff in his speech, he was certainly a splendid engineer, and I found him to be a fine man in every respect and easy to get along with.

The abutments and the piers for the Howe truss bridges were constructed by the general contractor; therefore, it was only necessary for us to put in our own false work and erect the Howe spans.

When I started in with the work it was planned that the track men should lay the rails to the bridge seats and then go back and line and surface the track while we were erecting the spans; but it was found that this plan would not work out right, for the reason that the process was too slow. The railroad company was under an agreement to complete the line within a specified time, so we had to speed up. So it was decided that one outfit would move out overland ahead of the

track-laying outfit, and arrangements were made to deliver our bridge material to the bridge seats by team; our tools and outfit were also moved overland by team from one job to the next.

The idea of this change of plan was good and speeded up the work greatly, and we were enabled to keep way ahead of the track-laying outfit. In fact, we never saw any of our own trains during the balance of the season, or until the line was completed. We had a fine bunch of men on our outfit, all good, willing workers, who rather enjoyed the novelty of working out ahead of the track layers.

I am a little ahead of my story and will go back to the previous season, when the track was laid south from Cedar Rapids, Iowa, to the Iowa River, in the old Dutch Amana Society. I was sent down there to erect the Howe truss spans over the Iowa River during the winter months. My old friend, Ed McGuire, and his outfit assisted on the job, and it surely was a pleasure to be working down among these good old Dutch people, and they all treated us fine during our stay amongst them. It was during the period of this work that I first met Cap. Beardsley, as he had just come to the Division as assistant to Superintendent Earling. The Captain took quite an interest in the bridge work and made it a point to visit us often during the erection.

My next activity in new line construction was on the line from Manilla to Sioux City, Iowa. This line was built in the years of 1885 and 1886. All the bridges on this line were constructed by contract and there were no Howe trusses, so my work consisted in erecting station buildings, depots, coaling plants, stockyards and the section men's dwellings.

Mr. George Snell was in charge of this work with the following foremen and their outfits in the field: G. S. Murray, Larry Snell, Henry White and myself. Later Mr. A. A. Wolf was added to the force.

Mr. Snell and Mr. LaFountain were friends and neighbors, they both having come from Clinton, Iowa.

Work was started at this time on the Kansas City line extending south from Ottumwa to Kansas City. Track-laying operations were started from the small town of Gault, Missouri, and I was called upon to take my outfit and move to Gault to erect a one-stall engine house, a water tank and install a temporary water plant. When this was completed I returned to Sioux City and remained there until the line was turned over to the Operating Department, with Cap. Beardsley as superintendent.

Sioux City at this time was a typical western boom town, and as a consequence a rendezvous for the western cowboys.

After the completion of the new construction work on the Sioux City line I was instructed to move my outfit at once to Kansas City to start placing the floor system on the new high bridge over the Missouri River. I had a letter of introduction from Mr. Kimball to Mr. W. D. Jenkins, engineer in charge. Mr. Jenkins had also been notified that my outfit was on the way. The placing of the floor system on the high bridge was a big job and required about a year to complete it. We also placed the floor system on the pile trestle and steel trestle approaches. At this time all of our bridge material was delivered to us in the rough, and it was necessary for us to frame our timbers and size our ties to an even thickness in the field. Our ties were usually of hardwood.

During the construction of this high bridge several of our workmen were severely injured, but I was fortunate in handling my part of the work so that none of my men were injured, for which I was very thankful, inasmuch as some of the work was quite hazardous.

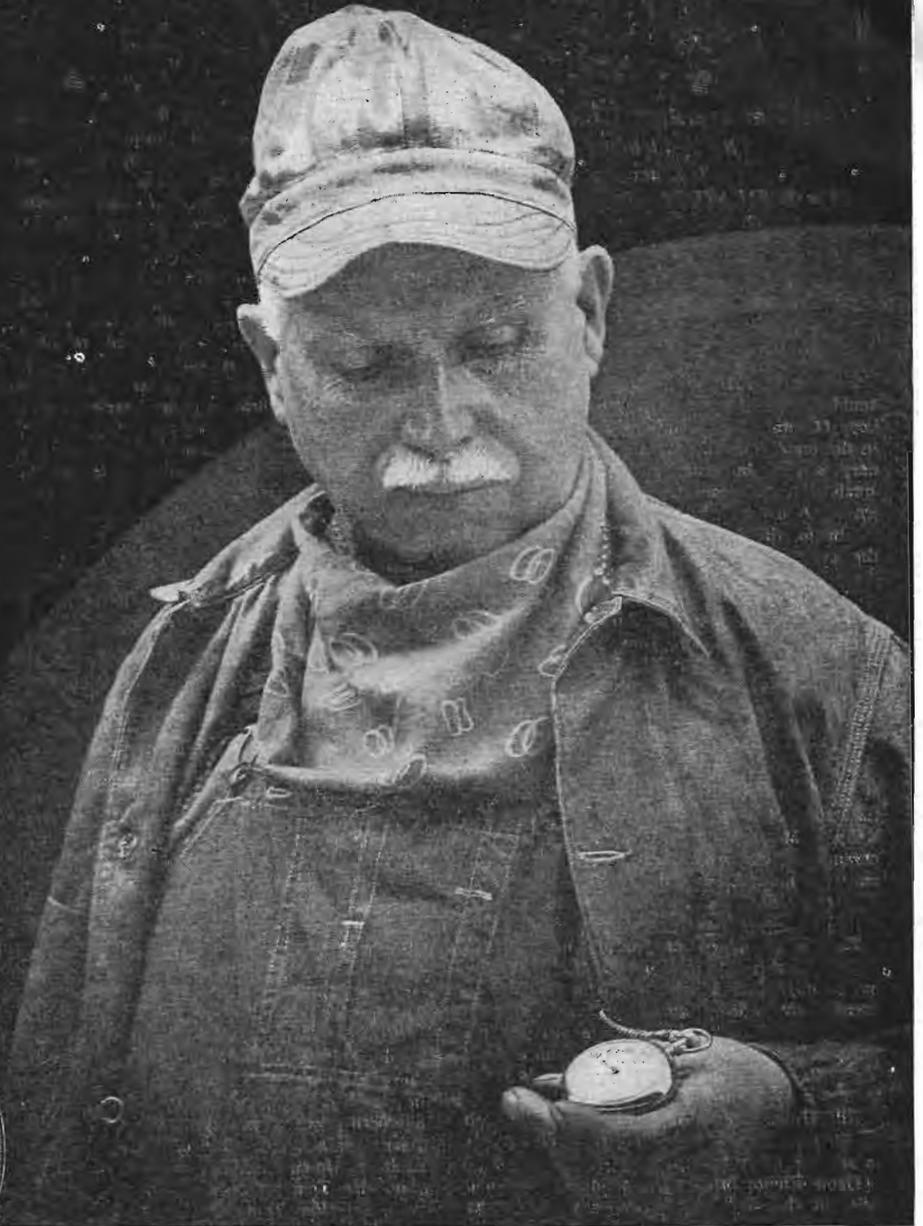
During the time that I was engaged on this floor work, I was also required to start the erection of a roundhouse at Coburg; but not long after, my friend, A. A. Wolf, was hurried to Kansas City and relieved me of the roundhouse job.

Shortly after the completion of the high bridge job I concluded to quit the railroad work and move farther west to grow up with the country. But like the cat, I came back, and believe me, after a period of time I was glad to get back and engage in the old, familiar B. & B. work.

It is really marvelous, when one stops to look back and ponder on the wonderful progress that has been made in all lines of railroad endeavor, particularly the difference in the motive power; the massive steam engines that now haul the great steel trains; also the majestic electric motors and the tremendous loads they can haul. It is truly wonderful, and gratifying to us old timers to know that our railroad has always been a leader.

There has, moreover, been wonderful progress in bridge and building construction, especially the bridges—on account of the heavy equipment that passes over them. Steel and concrete have practically entirely replaced the old wooden bridges, and the Howe truss span type of wooden bridge is only a memory.

HERE'S A WATCH THAT KNOWS ITS BUSINESS



RAILROAD MODEL No. 2  
You'll like this sturdily constructed Railroad Watch. It is featured by a special pendant construction with connecting bar which makes it impossible for bow or crown to come out. The clearly designed dial permits easy reading.

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# ON THE STEEL TRAIL

## Refrigerator Blues

*The Wallflower*

### Mother

#### PERSONIFICATION OF—

Gentleness.  
Righteousness.  
Sweetness.  
Truthfulness.  
Friendliness.  
Faithfulness.

### Minneapolis Bowling Match

Team gets 2550 pins. Won sixth place in doubles with 1160 pins. About 12 of the boys (Captain Ray amongst them), went down to the match on the 6:30 P. M. fast mail with nary a girl, but they didn't fail to get acquainted with some very nice girls from Galewood. And boy, when Casey started strummin' his banjo, there wasn't even standing room in the parlor car! Everybody was happy over the meet.

### Evolution —?—

Jocosely termed our ancestors, the monkeys climbed trees for food. Tony, however, glided, or what have you, down the stairs on all fours, or as Ellie says, "With dispatch he was bringing up the rear on his way to lunch." Were you so awfully hungry that day, Tony?

### Congratulations

We've found Tom's motive for going so cheerfully about his duties singing or reviving that song of song hits, "Yes, Sir, She's My Baby." Mr. and Mrs. Manton were the proud parents of a baby girl, born last December 12, and true to tradition and like all good parents, they claim she's the best in the world.

### Applesauce

Tom Mix's box office receipts are going to be considerably less from now on, for Don's going to buy Mary a horse so she won't have to spend so much dough going to see Tony's horse. Oh no, Don's not going to take any chances purchasing that kind of a horse, since Ellie might "Faw Down and Go Boom," he's going to buy a lil' stuffed horse.

Bill Holcomb is still wearing a scar which is evidence of a bitter conflict. "You ought to see the other fellow."

Dame Rumor broadcasts "a tinkle of wedding bells in the air." So that's why our pretty fair edition of Valentino has been raising a moustache.

Don the quick-witted says to Rosic, as she takes a fist full of peanuts from a bag on his desk: "Say, this isn't Thanksgiving Day!"

Chicago traffic problem is solved!

So stupid he thinks pickled herring ought to be reported to the Dry Squad.

## Notes from the Local Freight Office, Tacoma

R. R. T.

SEVERAL members of the Milwaukee family connected with this emporium of transportation heard the call of the Sunny South during the recent spell of snowy weather which passed as winter in these parts, and hid themselves southward to clearer skies. Mrs. Bement, wife of our dynamic assistant agent, Mr. R. V. Bement (no, no Gwendolen, you got that wrong; we said d-y-n-a-m-i-c, not d-y-n-a-m-i-t-e) went to visit friends at Tucson, Arizona, and has since been tantalizing her be-

reaved husband and son by letters expatiating on the warm sunshine and glorious flowers of that favored climate. R. V. B. and Prent have been leading a sort of hand-to-mouth existence in the meanwhile, but their cooking seems to agree with them as they have not lost any weight.

Mr. and Mrs. Frank C. Clover—Frank being a member of the yard office force—left February 18 for a month's visit in Los Angeles and thereabouts, with friends and relatives. One of the principal attractions to which they looked forward to was the great Iowa picnic which was to be held at Los Angeles during their stay there, both of them being old and loyal residents of the Hawkeye state, so that they expected to meet a number of former fellow Iowans there. By the time they get back it will be nice and warm here, also.

Mrs. Cardle, wife of Mr. Cardle of our warehouse force, recently had to undergo a nasal operation which was supposed to be of a minor nature, but which, nevertheless, has kept her on the sick list for several weeks. At present the worst seems to be over, though she is still under the doctor's care. We present our sympathy.

While we are on the chapter of accidents we must not omit the curious mishap which recently befell Tom Dolle, chief bill clerk. Tom, who lives on his country estate south of the city, on a recent evening had gone to a neighbor's house after the daily bottle of milk. While the lady of the house stood on the rear porch, having sent her little daughter after the milk, Tom stood near the foot of the steps leading up to the porch, not noticing in the darkness that he was directly beneath a long wire on which the family watchdog was chained with a traveling ring. Just at that moment the house cat came out and started towards the chicken coop at the other end of the wire. When the dog saw his hereditary enemy, he started after the cat at full tilt and in going past Tom the dog's chain struck Tom with such force that both bows of his eyeglasses were broken off and the spectacles flew off. Oddly enough, despite its force, the blow did not shatter the glass, else Tom would probably be minus an eye. Hereafter Tom will be very careful not to get into the way of any watchdogs at night. Some suspicious individual suggested that Tom was too near the chicken coop in the dark and that the dog perhaps was merely guarding the chickens, but knowing Tom, well, we indignantly deny any such base insinuations.

Miss Willa Lindsey, assistant bill clerk at this office, on Valentine's Day, received an enormous valentine, delivered at this office by the messenger of a well known florist. It appeared to be a basket of flowers, but was all wrapped up in tissue paper, so that we could not be sure, and the tiny peeps which Miss Willa permitted us to see merely disclosed lots of chiffon and ribbons inside. However, the sentiment was quite apparent and we congratulate Miss Willa on having an admirer to whom expense is apparently no object. We may add that we recently saw Miss Willa inquiring into the price of furniture, there may of course be no connection whatever between these two occurrences. Likewise Miss Willa recently came down in a magnificent fur coat which made her look like a million dollars.

She insists, to be sure, that she has had the coat for some time, but at all events it was new to us and was therefore much admired.

Ray Powels, our elongated claim clerk, is running for office as a member of the metropolitan school board of this city and is making a whirlwind campaign, speaking before various civic organizations almost every evening. He is sure a silver-tongued orator and holds his audiences spellbound while he regales them with yards of statistics. We all think he has a very good chance of being elected and feel quite certain that if elected, he will make a very efficient member of the board.

## Kansas City Division

C. M. G.

ON MARCH 12, 1929, occurred the death of Conductor J. W. Reynolds of Ottumwa. Mr. Reynolds had been ill for several months. He was greatly improved and apparently on the way to recovery. While at breakfast at his home on the morning of March 11, he suffered a paralytic stroke, which resulted in his death on March 12. Funeral services were conducted at the Reynolds' residence at 714 West Second Street, Ottumwa, at 9 A. M., Thursday, March 14, and the remains taken from Ottumwa on train No. 3, and interment made at Trenton, Mo., the afternoon of Thursday, March 14. Mr. Reynolds had been in the service of the Milwaukee Railroad since June, 1891, serving in the capacity of a conductor since September, 1897.

Chief Clerk J. W. Sowders was off duty for about ten days account illness, having an attack of influenza and pleurisy.

March was the banner month for the Kansas City Division tonnage record, the biggest in the history of the company.

Statistical Clerk John Mooney is still confined to his home account illness. Mr. Mooney has been off duty for about four weeks, account being ill with pneumonia. He is reported to be improving.

Mrs. H. F. Gibson, wife of the superintendent, recently spent a week in Excelsior Springs.

New train, Kansas City Special, operating opposite the C. O. C. X., handling the Kansas City Southern western line cars, made its first trip over the Kansas City Division on March 21, and so far has been operating very successfully.

Trainmaster's Clerk Harold Henson has abandoned the old reliable Dodge for a good looking new Hupmobile. The Hup has it all over the Dodge in appearance, but as to dependability and endurance can't say, as it has not been in service long enough to make a good test. However, Harold certainly looks "classy" wearing the derby and sitting behind the wheel of the new car.

Jo Vandermuellen of Des Moines, Iowa, has been assigned to the position of comptometer operator, superintendent's office, vice Elizabeth Evans, who has accepted a position and located in California.

Extra Operator R. W. Wilson was operated on at St. Mary's Hospital, Kansas City, for appendicitis. Understand he is getting along very nicely.

Miss Ruth McLallen, daughter of E. E. McLallen, Chicago, was recently released from the St. Joseph's Hospital at Kansas City, where she had undergone an operation.

Agent P. H. Fluck and Mrs. Fluck, North English, who spent the winter in California and other western points, have returned to their home in North English. Mr. Fluck resumed his duties as agent on Monday, April 8. He is the oldest employe in the Telegraph Department on the Kansas City Division, his service date being May 3, 1887.

The work of laying forty-seven miles of new 100-pound rail on the Middle Division is progressing rapidly under the supervision of Foreman W. A. Moberly. He is laying over a mile per day and expects to leave this division about April 16. Surfacing gang will start at Jerome on April 22, with about 200 men. Plans are to surface all of the track where new rail has been laid this season.

The newly purchased home of Agent Glen Martin, Hayesville, Ia., was destroyed by fire several weeks ago. Mr. Martin and family had occupied their new home for just a very short time.

Vice-President J. T. Gillick and party made an inspection trip over the Kansas City Division on Monday, April 8.

Wallace Capps, son of Agent C. J. Capps, Linby, Iowa, is a patient in the Ottumwa Hospital. He was recently injured by falling from the loft of a hay barn, a distance of forty feet. His condition has been very serious, but at the present time there is a slight improvement.

Mack Rail Car 2001 was in service on trains 103 and 108 on the Marion Line for a try-out for one week.

Mrs. M. P. Hannon and Mrs. N. H. Hopp visited in Chicago several days.

Conductor Frank Cox has returned from his yearly vacation in Florida. His Kansas City Division friends hardly recognized him upon his return, and Beau Brummel has nothing on Conductor Cox when he is dressed up in his vacation clothes.

Conductor James Tomlinson has returned to work after an absence of several weeks, account illness.

P. E. Buetell, fuel supervisor, was on the division recently, making one of his periodical visits.

Traveling Engineer H. R. Howard is going to put up a new sign in his office, "No Smoking Allowed," since he has joined the throng of non-smokers. Already ten days—and not a smoke.

G. Stickler, maintenance timekeeper, has accepted a temporary position in the auditor of expenditure's office, Chicago, as traveling time inspector, headquarters at Milwaukee, Wis. George Vandergriff, formerly of the Ottumwa freight house, has been assigned to the position vacated by Mr. Stickler.

Jerry Long and Roberta Sidebottom were hostesses to the young ladies of the superintendent's office at the home of Miss Sidebottom, on Wednesday evening, April 10. Dinner was served at six-thirty o'clock, followed by bridge.

It is the same cow but this time she acted up in a different manner. While her master was in the act of placing a halter on her to take said cow to pasture, she decided she did not want to be haltered and made known this fact to her master by not too gently stepping on one of his feet. This unkind act of said cow caused her master considerable pain and discomfort and necessitated his limping around the office for several days. Another act of misdemeanor on the part of said cow and we do not know what the outcome will be.

Frank Willford, office boy, has again gone out on the division as extra gang timekeeper, and Herschel Loveless has been made office boy, superintendent's office.

## La Crosse and Northern Division

### Items

#### Eileen

**T**UNING in on WTMJ the other evening, or maybe it was WIBN, being slightly inclined to absent-mindedness, I have really forgotten which, we were just in time to hear "Happy Birthday, Lester," followed by "Sweethearts on Parade," which it was announced had been requested in honor of Lester Merrill's birthday. Cheer up, Lester, we all have 'em.

Mr. and Mrs. Lester Reif have announced the arrival of a fine young daughter. "Heinie" is one of our La Crosse Division brakemen.

Switchmen "Karp" Kessler and Fred Fieberger are kidding the world. "Karp" declares he heard a pussy willow mewing one night recently, and Fred comes back saying he heard a dog fish barking.

Switchman Chas. Maine, of La Crosse, is very proud of a baby daughter born recently.

A friend in need is a friend indeed. On April 9, a bridge carpenter, while at work on the Black River Bridge, at La Crosse, dropped his wallet. Brakeman John E. Dove, who happened to be near in a rowboat, rescued and returned it to the owner.

Effective April 1, Mr. W. J. Whalen has been appointed trainmaster of the La Crosse Division with headquarters at Portage. He comes from the H. & D. Division and succeeds Mr. C. E. Elliott, who was transferred to Bensenville.

Bud, our classy division accountant, recently attended the big clothing sale at Portage, and purchased three nobby suits at \$5.85 apiece. Look out, you competitors, for the Beau Brummel crown, because Bud will knock 'em all dead with his new outfit.

Charlie Huber, the Portage depot janitor, recently purchased a radio (don't tell, but I hear it cost \$625.00). Anyway, Charlie says it gets them all—plus.

The dispatching territory on the La Crosse Division has been split between the hours of 11 A. M. and 7:00 P. M. daily, except Sunday, in order to facilitate the handling of detours and work trains, and make for more efficient handling in connection with the very heavy maintenance program we are putting on.

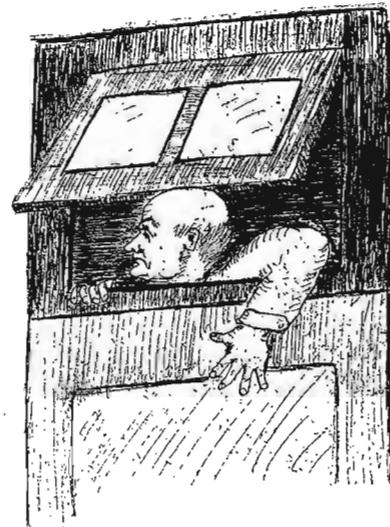
At present we have J. P. Whalen with about 155 men laying rail on the west end of the La Crosse Division, starting at two miles west of Portage and working west. They are averaging about one and a half miles of track a day. The gang is equipped with a K. & W. rail laying machine. At present his camp is located at Cheney. Following him is L. Guinn with a gang who is skeletonizing, putting in ties, surfacing and ballasting the new rails. I think we will have a very fine piece of railroad when the gangs are through.

Engineer Persons, of the Northern Division, formerly on the famous 71-64 run with Conductor Graham, has taken the swing run on Nos. 3 and 52. He can't say "It won't be long now," as he has Conductor Ray Long with him. Persons says he has come to stay a month anyway, so I guess Mr. Long won't have any complaint on account of the frequent change in conductors.

Mr. C. A. Persons, former lineman on the Northern Division and S. M. Division, father of Engineer Geo. Persons, has been making a tour of California, Kansas and Wisconsin. He is about fully recovered from the injury he received last fall when his limb was broken. He wishes to be remembered to all his old-time acquaintances through these columns. There are many he will not be able to see, as he is returning to work very shortly. He is 72

years of age and has put in 51 years with the Telegraph Department, but says he is much too young to quit. At present he is foreman of the Telegraph Lines West with headquarters at Seattle, Washington.

Mr. and Mrs. Otto Bulgrien have announced the birth of a daughter on April 2. Mr. Bulgrien is employed as O. S. & D. clerk at Portage.



### Jeddy Taylor in the Transom

Jeddy Taylor in the transom, is a story now afloat,

Jed got caught between the strips, and darn near lost his coat.

He secured a room at the Oneida Hotel after a long and tiresome run,

And then made out his time slip for two days on 71.

Jed craved some unmolested rest; he was tired out, you see,

So he locked the room as tight as he could, with a second-class coach key.

A peaceful dream 'bout overtime, two days in one and doubles,

Then a terrible shock came over Jed, which almost wrecked these bubbles.

The coach key did not turn the trick when Jed tried to get out,

So in the transom Jed got stuck, and could do naught but shout.

The wrecking crew and neighbors then came and broke the door,

And dragged poor Jeddy out in time for Old Line 64.

### West End of the Trans-Missouri

R. K. B.

**I**N years Miles City has not seen such an enthusiastic get-together as that afforded by the Annual Milwaukee Women's Club dance, held in the passenger station, on the night of April 3. Not only did the enormous attendance exceed even the generous expectations, but the carefree and joyous spirit with which everyone present entered into the festivities of the evening amply rewarded the care and time spent by the local club ladies in their plans for the occasion.

The decorative effect of the interior of the station was not only strikingly novel, but in every detail subtly emphasized the Milwaukee theme. The orchestra was stationed on a platform built to represent the observation platform of the crack Milwaukee train, "The Olympian." The rafters were hung with red, green and white trainmen's lanterns and flags. Streamers in the Milwaukee colors floated from the roofs. Beginnings and ends of dances were announced

by the pealing of a locomotive bell. The supposedly lost art of the square dance was revived for numerous intrepids under the direction of Felix Wagner, master of ceremonies, and Everett Iholtz, caller. These were followed by graceful waltzes and swift fox trots. While part of the crowd made merry inside, others thronged the station platform cooling off, waiting to resume their places.

As an introductory to the events of the evening a recital of dance numbers was given by the young Misses Jeanette Gray, Jeanne and Helen Lindeberg, Mary Findlater, Betty Sawtell, Marjorie Scanlan, Alexandria and Maybelle Finlayson, Ritabelle Paris and Donalda Schmidrucht. A Virginia and a Scotch reel was presented by the group. This was followed by a sword dance with Jeanette Gray and Ritabelle Paris. Jeanette Gray then donned a cowboy outfit and performed her original dance called, "Let 'er Buck," which was greatly applauded. The pleasing talent of these young artists was very well received and encored. Harold O'Neil, the Call-Boy Baritone, followed with several popular selections.

The overwhelming success of this dance augurs well for the popularity with which this annual Milwaukee Women's Club function will be received in succeeding years. To Mrs. Gillick, to the ladies of the Women's Club, and to the young members of their families, who took part in the program, we extend our appreciation for a very good time.

Mr. H. W. Williams, R. J. Anderson, J. T. Kelly and A. J. Kroha stopped over here on an official tour last week.

Jerry McCarthy has once more resumed her duties in the superintendent's office as Division Accountant's steno.

Rosemary Mayo, daughter of S. A. Mayo, night yardmaster, has just returned from a visit to her brother in Chicago.

Mr. and Mrs. Gillick are at this writing enjoying a vacation trip to California.

But, sad to relate, all the moustaches, eulogized so gravely in last month's column, have now surreptitiously disappeared. All except George Hilton's, of course, but his is an ancient and established institution. It has been privately inferred that the former possessors, with the approach of summer, began to fear that the dust catching properties of their adornments would put them in too much danger of hay fever.

Another California vacationist, soon to be, is George Hilton, who is letting nobody in on his plans. Such secrecy goes not without comment and the rumor is around that most of that vacation will be spent in Hollywood where movie stars by the name of George are in great demand.

Kurt Weil, formerly employed here, has now returned as instrumentman in the Engineering Department. A new recruit is Garland Downer, roddman.

The death of Herbert Carey on April 6, by accident, while in the performance of his duties as switchman, has brought much grief to his host of friends and fellow workers. Mr. Carey has been an employe of the Milwaukee here in Miles City for nineteen years. He came here from Freeport, Illinois, on November 4, 1910, from the Illinois Central. He was known as a sincere friend and a faithful worker. His loss is a grievous blow.

Donald Swartz who spent some time in Mr. N. A. Meyers' office in Seattle has now returned to Miles City, where he will be engaged as bill clerk in the freight house.

Willard Hauser, secretary to Mr. Gillick, is spending his vacation at home, in Sleepy Eye, Minn.

Another vacation planned is that of Helen Kirwan, stenographer to the chief clerk, who is

figuring out how to cover a lot of territory in a little time.

Short trips over the week ends have been taken by George Hilton and Edwin Carlston, to Mobridge.

Engineer George Bennett was among the local contingent who accompanied the Custer High School State Basketball champions to the national basketball meet in Chicago last week. His son, Bob, is a member of the championship team.

Ruth Dunnigan, comptometer operator, made a flying trip to Spokane recently and returned with some new clothes.

The mother of Mrs. Henry Loehr passed away the night of April 8, at her home here in Miles City. Mr. Loehr is employed as an engineer here.

## Wisconsin Valley Division Notes

Lillian

MR. NAPOLEON ARNTZ visited the Roadmaster's Department recently.

Mrs. F. Lehrbas is recovering from a serious operation which she submitted to a short time ago. She is getting along nicely and feels she will soon be very much improved in health.

Mrs. Charles Guyette is visiting with relatives at Milwaukee.

Superintendent B. F. Hoehn spent a few days at Cedar Rapids, Iowa.

Miss Gertrude Conklin, who is attending St. Theresa's College at Winona, Minn., is spending the Easter vacation at the home of her parents, Mr. and Mrs. G. H. Conklin.

On March 28 the Vacational School Girls' Club met at the passenger station at 7:45 P. M., and were introduced to Mr. Abergast, sleeping car conductor, who escorted the ladies through the sleeping cars and explained the operation of the cars to the ladies. Mr. Abergast was more than courteous and the talk that he gave was more than instructive. Out of a party of 14 there were only three of the girls who had ever been in a sleeping car, and they all agreed that the trip was very educational and, no doubt, this will mean more business for The Milwaukee Road. They all expressed themselves very much pleased and appreciated the attention given them. A set of eight picture postal cards, views of our railroad, Chicago to the Coast, together with a small package of after-dinner mints, were given to each guest. They departed very much pleased, and there is no doubt that the splendid service of The Milwaukee Road will receive a great deal of advertisement through the courtesy shown them.

Mrs. Jule Manhart visited with relatives at Sheboygan for about ten days.

Mr. and Mrs. F. L. Hudson left Saturday evening for Chicago, where they expected to have a family reunion and celebrate their 48th wedding anniversary.

Mr. Eric B. Gehrke, his wife and daughters, spent Easter Sunday at Wausau visiting relatives and friends. Eric delivered his Easter greetings to us in person, which were accepted and received with broad grins and warm hand-clasps.

Mrs. H. O. Wheelock and daughter Dorothy, spent the week-end at Naperville, Ill., having gone there to be present at the celebration of her mother and father's 48th wedding anniversary.

A. R. Stout, agent at Babcock, is at Milwaukee where he is receiving medical treatment at Washington Boulevard Hospital.

Mrs. N. J. McGinley visited at the home of Alcide Lemay at Milwaukee, the past ten days.

Our records show a big increase in paper shipments for the first nine days in April. There is an increase of 26 cars over the same period last year.

D. E. Whitmore, agent at Minocqua, is receiving medical attention at Chicago, Ill. W. J. Singer is relieving him during his absence, and Howard Parker is handling second trick.

F. J. O'Malley is leaving the service of the railroad to engage in another line of business for himself. We wish him the best of luck in his new endeavor.

Mr. B. H. McNaney and Mr. A. C. Peterson were in Wausau during March conducting classes for the promotion of conductors and engineers, and we are pleased to know that all classes passed 100 per cent.

Section Foreman Walter Rahn was off duty for about two weeks on account of illness, but has recovered sufficiently to be able to again resume his regular duties.

Arthur Yates of Perry, Iowa, has been appointed night round house foreman at Wausau, and we understand that he expects Mrs. Yates, two sons and two daughters to make Wausau their home after the close of the school.

Mr. M. J. Flanagan, assistant to the general manager, is in Wausau today and will attend the Safety First meeting to be held at the Club House this evening.

The March meeting of the District Claim Prevention was held at Milwaukee and was attended by Mr. B. F. Hoehn, Mr. A. J. Fries, Mr. J. E. Whaley, Mr. A. O. Sundett and Mr. M. M. Harrington.

Mr. B. L. Lynn, agent at Port Edwards, is taking a much deserved vacation. This is the first vacation Mr. Lynn has had in fourteen years, not having lost one day from work in that length of time. A very fine record, Ben, and we hope that you will return to work with renewed energy after enjoying your leisure time.

Dennis Kennedy, accompanied his daughter to Mauston, where she underwent an operation for appendicitis. She is recovering very nicely and hopes to be able to return home before very long.

We operated a store department distributing and material pick-up train over the division April 4 and 5, and all the local officers as well as Mr. Judge, division freight agent, and W. F. Esch, Safety First inspector, accompanied the train and gave a first try-out to the lift truck scrap boxes that the Store Department is putting into operation for the handling of scrap; and everyone had an opportunity to talk over loss and damage, Safety First and the securing of more business, and all feel well repaid for their effort.

Conductor Peter Hollinshead will celebrate his 84th birthday anniversary on May 19. He always stands ready for his run and meets and greets everyone with a smile. He is recognized as one of the oldest conductors in the United States. He has charge of a train on the Wisconsin Valley Division and has a railroad career of 71 years. The employes of the W. V. Division extend to you hearty congratulations, Peter, and best wishes for many returns of the day.

Ruddie Paulus, trucker at the warehouse for several years, has resigned from the railroad service and left for Milwaukee to take up other employment. We hear that he is coming back in July and expects at that time to return to Milwaukee with a bride. We hope it is true, Ruddie, as we have visions of boxes of candy and cigars.

## Squeaks from the C. & M.

WELL, business has slowed down now, so the correspondent can again find time to write a few notes. Certainly had quite a rush for a couple of months and everyone was kept busy moving the cars. Had more crews on the C. & M. than there has been since 1920.

Conductor H. J. Calligan, with Brakemen Coleman and F. S. Williams, have taken the work train for the summer and have quite a



# YELLOWSTONE

CHICAGO  
MILWAUKEE  
ST. PAUL  
AND PACIFIC



## Over Trails of Old thru New Gallatin Gateway



Long ago the sinuous 85-mile route up Gallatin Canyon was the trail of the Indian and trapper. Now, newest of all entrances to Yellowstone. Snow-capped mountains, cloaked by pine and aspen, cut by turbulent waters, cleft by cha-

meleon canyons—here is the birthplace of old West romance.

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

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

Geo. B. Haynes'  
Passenger Traffic Manager

W. B. Dixon  
General Passenger Agent

# The MILWAUKEE ELECTRIFIED OVER THE ROCKIES TO THE SEA ROAD

job ahead of them as there is about thirty-five miles of steel to lay.

Engineer Skippy Harper has been seen several times lately carrying a tallow pot and as this is something unusual for him, he has the curiosity of the boys aroused as to what he uses it for. Some seem to think that he and his fireman are 'batching it on the engine and that it is their coffee pot. How about it, Skippy?

Conductor Earl Gladman was painfully injured the early part of the month while setting out cars at Sturtevant. We all send him our best wishes for a speedy recovery.

Well, here is a bit of good news. Our old friend, Conductor Hudson Jones, who has been laid up since last July as the result of an operation, is expected back on the job soon, and we hope will be with us by the time this goes to press. Don't disappoint us, Hud, as we have been looking for you for some time.

Understand Milwaukee is about to lose another prominent citizen, as Conductor Al Jensen is thinking of moving to Chicago and taking a run out of there. Al says he is tired of working nights and we don't blame him.

Conductor C. A. Roesch, who has been laid up for some time account of undergoing a very serious operation, is well on the road to recovery and we hope will soon be back on the Terre Haute job.

Come on, Barney, get your harness back on as Mulligan says he sure misses you.

The boys around Bensenville came near having to resort to a diet of rye bread and boloney sausage recently, as their friend Winnie, the day cook at Farmer's Hotel, had a bad attack of the flu. The only thing that saved them was having Red Miller volunteer to take her place while she was laid up.

Haven't seen or heard from our genial friend, Mary Hickey, lately. Guess she is high-hatting us as she won't even send us a time slip back so we can hear from her. How about it, Mary?

The boys on the Janesville Line are preparing for the spring rush as the gravel business has begun to move.

Conductor Lester Bartman was on the Janesville Line for a time recently, showing the boys how to get over the road. Atta boy, Les, you sure know how to do it.

A call was recently made for a conductor to volunteer to help out during a rush on the Madison Division and was promptly answered by Conductor Louie Jensen. Louie says he has a good notion to transfer over there as that is a real railroad.

Brakeman Henry Roesseger entertained the boys in Bensenville on Saturday evening, April 6, with a concertina recital. The guest of the evening was Engineer John McGinn. The feature of the program outside of Henry's wonderful playing, was a singing and dancing act put on by Brakeman Emil Pazour. A most wonderful time was enjoyed by all present and they are all hoping to have more of this kind of entertainment in the future.

As a result of the warm weather the past week quite a few cases of spring fever developed, and the topic of the day was the coming fishing season. Several good fish stories were heard.

Conductor O. P. Taintor (retired) and wife have returned to their home in Walworth, after spending the winter with friends and relatives in California.

## I. & D. Items "M. G. B."

CHAS. McDONALD retired December 24, 1928 from the services of this company, after serving in various positions in the car shops and the yards for the past 44 years. Mr. McDonald began his railroad career April 1, 1884 at Chamberlain, S. D., as a car repairer.

He remained at Chamberlain for four years, then in April, 1888 he was transferred to Sanborn, where he has since made his home.

Mr. McDonald was born at Green Lake, Wis. in 1859 and is now 69 years of age. He belongs to the Pension Association and will receive a pension from that organization on retirement.

On account of death in the family H. M. Ervin and wife were called to Quincy, Ill., the latter part of March.

Mrs. W. Powrie at Mason City was admitted to the Park Hospital March 13. She is now improving.

Milton Olson of the superintendent's office, left the latter part of March for Chicago, where he has taken the position of car secretary to E. W. Lollis.

Edward Adams, former file clerk in the superintendent's office, is now car secretary to Mr. W. F. Ingraham.

Harold Phillips of Clear Lake, is the new file clerk in the superintendent's office.

Mrs. Fergus Bohlen received word of her sister's death at Roundup, Mont., March 15. Sympathy is extended to Mrs. Bohlen.

The baseball team is now fully organized. They are simply raring to go. They have their suits, are looking around for games and all we need now is to win a few. It is even rumored that they have writing paper with jazzy letter heads.

We have a lot of new cars to report this month. Not as many as we would like to if this reporter had his way. C. E. M. has a new Buick that is a wow! C. E. R., Ralph Joynt and Ben King have new cars. C. Toniah is looking around for a car that is big enough for his long legs. We suggest that he get a car made to order.

The Hieb Radio Dealers went through Mason City the latter part of March and gave the office force a touch of the wild life of South Dakota. They were from Sioux City but looked as though they came from much farther west. They must have had a big time in Chi.

Thomas Morrissey is recovering from an operation. We are glad to hear that he is coming along in good shape.

All employees should be very careful in going through the yard office as they are liable to get snagged with some artificial bait or get bitten by a pike, pickerel or bass, as the yard office is full of all kinds of fish stories now, and C. Dunavan has been made chairman of the new club, "Now You Tell One."

Mr. W. F. Cody was called to Chicago March 19, on account of the illness of his father.

Mrs. C. E. Mutschler made a trip to DuBuque March 25.

Dogs may be dogs but some dogs seem to be more refined than others. Understand that the chief dispatcher at Mason City has a brand new Boston bull that can not be left out until the weather gets more favorable, due to the fact that he might catch pneumonia. L. R. M. must have a different plan of training dogs than others.

Marian Schultz started to work at the freight house at Mason City in place of Carrie Bradberry. Marian Schultz was formerly roadmaster's clerk at Mason City. She started her new position April 11.

R. W. Anderson, superintendent, motive power, was a visitor at Mason City on April 10.

Harry McAndrews and wife are leaving Mason City the middle of April for northern Minnesota. He has resigned his position with The Milwaukee and will assume the duties of engineer with a stone quarry.

George Bryan, one of the peppiest conductors on the division, will sojourn in California the next few months.

Just because Leo is a roadmaster's son he thinks he can go around pulling ties.

A. C. Longley is the new agent at Charles City, Chas. Krumm having bid in the agency at Canton.

A. M. Choate is the first trick operator at Charles City at present.

J. Shaben one of our old agents, has retired on pension. We will miss old Joe from the job at Hobarton.

McDonald of the dispatcher's office at Mason City, we understand is saving his pennies to build a house. Will report later the progress of the house that Jack built.

We guess High Pressure Pete got in bad with the Certain Steno.

We understand that Art Holmgren tried to push an oil truck off the street with his Ford. He didn't have much success but he did succeed in frightening his passengers.

We are going to take an inventory of all the oil barrels on the railroad and J. C. Hart, division storekeeper, and Jack West, Ben King and Claude Faber started Monday, the 8th, to take an inventory of the barrels on the I. & D.

J. T. Kelly, general storekeeper, and D. W. Rivers, district storekeeper, called at Mason City April 10.

J. C. Hart and D. B. Rivers went to Mitchell April 11, to make plans for the new Store Department there.

The Store Department at Mason City looks like a country school with the desks all in a row and the teacher sitting up in front.

The dance sponsored by the Women's Club turned out to be quite a success. We met all of our friends there and everyone seemed to enjoy themselves.

J. B. Lynch has taken the position of chief carpenter's clerk at Mason City.

Mr. Wandrey from Minneapolis, has taken the position of roadmaster's clerk at Mason City.

Mr. and Mrs. Glenn Weakly are the parents of a baby girl born April 7.

Sylvester German returned April 10 from a two-days' business trip at Mitchell.

Roadmaster C. A. Montgomery resumed his duties April 1, after being on leave account of sickness.

R. Minton, roadmaster of Black Hills Line, has resumed his duties from Chamberlain to Belvidere, after having been acting roadmaster in C. A. Montgomery's position at Mason City.

Eugene R. Bowen, 73, for 45 years an employe of this company, died April 12 at his home at Mason City, following a long illness.

Mr. Bowen was actively engaged in railroading until October 9, 1928, at which time he suffered a stroke from which he never recovered.

G. O. Levin went to Rudd, April 12 to relieve J. J. Corbett for a short time.

Ben Hopkins and wife returned April 9 from a trip to Cleveland, Ohio.

## Idaho Division R. C. P.

AGENT H. B. PARKER, Tekoa, has rounded out his sixtieth year of continuous service with the Milwaukee. He started work in 1869 on the Prairie du Chien Division as brakeman on way freight, which he held for two years. He then entered the station service as clerk, and later became agent at Blue Earth, Wis. In looking back Mr. Parker tells of the working conditions in the early days of railroading as compared to the present time. While agent at Blue Earth he performed all the duties of agent and met and worked a train at 11 P. M. and another at 4 A. M., not missing once for twenty years. He came west as a pioneer and opened the station at Tekoa on the third of July, twenty years ago. He has enjoyed perfect health all these years and is as active as ever.

Trainmaster A. F. Manley has been transferred to Miles City as trainmaster, and his former position with headquarters at St. Maries has been abolished, giving Trainmaster E. E. Johnson supervision over the entire Idaho Division.

The position of assistant trainmaster held by W. W. Black, which also included the supervision of Spokane yards, has been abolished and added to Mr. Johnson's duties.

Superintendent N. H. Fuller was called to Grand Junction, Colorado, recently on account of the death of his brother.

Roadmaster C. R. Strong was called to Lyons, Mich., on account of the death of his mother, age sixty-six years. She passed away February 16.

Signal Supervisor N. J. Westermarck attended the R. S. A. Convention in Chicago, March 4th to 7th, as a delegate.

M. H. Donovan, formerly engine foreman, St. Maries yard, has been appointed yardmaster at that point.

The steel laying gang has passed over the Idaho Division. They hesitated long enough to lay a few miles of 100-pound rail at Ralston and Ramsdell, and extend the passing track at Ralston, all in record time.

During the process of picking up the old rail taken out by the steel gang, it was decided that by giving engine 7556 an auxiliary oil tank she could remain on the job without having to run to a terminal for oil.

Traveling Engineer Bill Emerson volunteered to rig one up at Othello from an old engine tender, which he did, and it was sent out full of oil. Not being quite clear on the hook-up combination of this rig we asked Bill to explain said auxiliary tank. He orated as follows:

"An auxiliary tank,  
Gosh, blankety blank."

Then he gestured with arms toward the skies,  
"Is a contraption that's fitted  
With pipes that don't fit it,  
So it blows all the oil in your eyes."

Former Operator H. D. Stephenson, Manito, died at his home in Spokane, March 13. He had not worked for some months prior to his death on account of ill health, due to old age.

Engineer C. H. Marvin, who has the way freight run between Spirit Lake and Metalene Falls, is convalescing at home after an operation at Spokane, for gall stones.

Conductor Jack O'Reilly for years an invalid, and making his home at Malden, was taken to St. Maries hospital recently for treatment.

Engineer Bill Jones, in passenger service between Othello and Avery, is back to work after more than two months' serious illness with double pneumonia.

Conductor Peter Colwell returned to St. Maries on March 12, from Green Bay, but was called back again on account of the death of his brother.

The Idaho and Coast Division Safety First meeting was held jointly at Othello, April 3. A dance was arranged for their entertainment in the evening.

Several of the Spokane bunch attended, but any reference to the time they had brings forth only whispers and sly glances.

Train Dispatcher L. V. Curran was confined to a hospital in Spokane for ten days, and after being released left on a trip via boat to Southern California, in an effort to build up his health from the effects of the flu which he contracted last winter, leaving him with sinus trouble.

Roundhouse Foreman E. F. Waterstratt, Othello, has been confined to the Coon's Sanitarium, Spokane, for some time. He has hopes of returning to work soon.

Miss Alice Donovan, daughter of Conductor and Mrs. Chas. Donovan of Malden, underwent an operation for appendicitis at a Spokane hospital, February 24. She was able to return to her home after two weeks.

Miss Olive Hudson, stenographer, superintendent's office, Spokane, enrolled as a student at Washington State College, Pullman, February 1, where she plans to complete the college course. We hope to see her back during the summer vacation.

Conductor J. H. McCarthy, while switching at west end of Malden yard on April 4, fell and sustained severe injuries. He was taken to St. Maries Hospital.

Conductor P. H. Gallagher, who has been acting as board man at Malden, was taken to Spokane Hospital April 6. He was released in a few days.

Yardmaster E. F. Husaboe, Avery, underwent a mastoid operation at Spokane, April 2. He was up and around after two weeks.

Mrs. Johnstone, wife of Agent Ross Johnstone, Fernwood, is undergoing treatment at Sacred Heart Hospital, Spokane. She expects to be released after a stay of about two weeks.

Trainmaster E. E. Johnson has purchased a new Plymouth sedan. Gus Roszbach and C. N. McAuley are trying to borrow it to step out with a couple of red-headed girls.

## Portage Chapter

*Elizabeth Bloomfield, Historian*

THE second annual dancing party given by Portage Chapter was held at the Armory on Wednesday evening, April 10.

Bridge and Euchre games were played in the balcony of the hall by all those who did not care to dance. The decoration committee carried out a unique scheme of transforming the stage into a reproduction of the observation platform of the "Pioneer Limited," also on one side of the hall was a buffet car where refreshments were served. All guests reported a very enjoyable evening and the club hopes to add quite a sum to our bank account.

## West H. & D. Division

"Doc"

TOO late for our last issue of the Magazine we were informed of the death of E. E. Chapman, at 3:15 A. M., March 14, at his home at 917 South Second Street, Aberdeen, at the age of 65 years, death resulting from pneumonia following several weeks' illness.

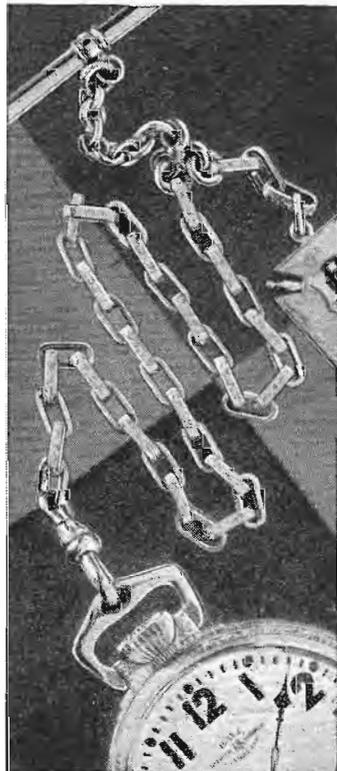
Coming from Castle Rock, Minn., in 1882, Mr. Chapman entered the service of the railway company fifteen years later, his run being principally between Aberdeen and Mitchell.

Surviving him are his wife, one son, Roy W., of Calgary, Canada; two grandsons, Edward and Robert, also of Calgary, one brother, J. W. Chapman, of Washington.

Mr. Chapman was a member of the Brotherhood of Railway Engineers, the Masons, the Shriners, Ancient Order of United Workmen, and the Maccabees. He was a member of the Methodist church.

The first day of spring dawned bright and clear at Aberdeen, with the robins out in force, but the next day wasn't quite so spring-like—only eight inches of snow on the ground, which dampened the ardor of the golf enthusiasts considerably. The fact of the matter is, the snow interfered with the finding of lost treasure out on the golf links. We are informed one enthusiastic golfer went out for a round or two the day before and turned up the following morning weary and covered with snow. He had lost his ball and hadn't been able to find it. We were unable to learn his name, but understand his ancestors hailed from Scotland.

Agent A. F. Weisbecker and Storekeeper Jay Gove trudged wearily into the building one of our best spring days, and inquiry developed they had been up around the yard inspecting something or other. Jay said to never mind about that as he didn't want any publicity anyhow. Expect he will be salvaging a lot of supplies and material now, that was under cover over the winter months.



A GOOD WATCH DESERVES A GOOD CHAIN

... A RAILROAD watch leads a mighty exact life—every second it ticks! That's why only a few good watches like the Ball Standard bear up under the strain. A watch like that deserves a good chain... a strong, durable chain... a Simmons Chain! Dust, dirt, grime, handling—a Simmons Chain stands them all.

There's a wide variety of chains to choose from. Prices range from \$4 to \$15. The yellow gold-filled vest chain illustrated on the Ball Official Railroad Standard watch is No. 30879, priced at \$8. It comes also in green or white gold-filled at \$10.50. The next time you have your watch inspected, ask to see the Simmons assortment. R. F. Simmons Co., Attleboro, Mass.



Trainmaster W. J. Whalen has been transferred to Portage, Wis. It is understood the LaCrosse Division will be one of the most important divisions on the system this year on account of the large number of work trains and change in the rail program. Apparently Bill expects to be pretty busy.

The trainmaster's office has been moved to the northwest corner of the operator's room, and Mr. Skord duly installed at trainmaster, succeeding Mr. Whalen. The chief clerk and his force now occupy the former trainmaster's office. This makes quite a lot more room in the southeast corner of the building, giving everyone plenty of room, and improving the appearance of things generally. There is nothing quite so unpleasant as trying to do a lot of work in cramped quarters.

Now that warmer weather is on the way, the agents are watching stock cars pretty closely to see that they are clean before loaded with livestock and are properly sanded to prevent slippery floors. The management have indicated a close check will be kept on all stock cars arriving at unloading points, so to avoid criticism, boys, see that clean cars are furnished.

Our record of claims presented during the month of March was not so good to look at—a total of 53 claims, amounting to \$3,180.96. This was for livestock. The grain claims ran to a total of 114, amounting to \$2,445.49. Claim Prevention is a live issue. Let's keep at it.

The Milwaukee has entered a team in the recently organized Commercial League of Diamond Ball. Some of us don't know much about the game, but that isn't saying we won't learn, and maybe win a few games. Winning the league pennant is another thing, but that is not impossible. Gus Rhulin of the Traffic Department is manager, and Ray Hoefs of Safety First slogan fame is captain. Ray expects to post a bulletin on each bag and the home plate, and have properly instructed coaches on the side lines to direct the players on the rules of Safety First. He also intends to inscribe on each bat the motto "Hit Safely," so that when each player comes to bat there won't be any question but what he will be reminded of the first thing to do—if he can. The Milwaukee office girls, it is understood, are scouting around for a cheer leader to help them practice rooting for the team. It is even intimated they will provide free lunch for the team every time they win. Well, that'll just be fine.

Boiler Inspector Wilkinson has his hat in the ring for Fire and Police Commissioner at the election next week. Aside from the usual political promises he hasn't made any statements as to just what he will do if elected, but, of course, the boys at the roundhouse especially, hope for the best. However, they have been behaving themselves pretty well, so it is hoped there will be no undue strain on Wilkinson if he lands in office.

Well! For a little excitement—just at this writing, and right at 5 P. M., too, when all of us could hustle out and see what was going on, about all the fire department apparatus in Aberdeen arrived at the crossing of the railroad and Main Street. The department from the south side met on the crossing the department from the north side of the city. Everybody stopped and began to inquire of everyone else where they were going or where the fire was. Then a crowd gathered, and with three or four fire trucks, two hook and ladder companies and the tower apparatus jammed on the railroad crossing, together with ten or twelve motor cars, it looked for a minute like a false alarm. But here came a lady in a tan coat, vainly trying to make herself heard above the roar of the trucks. That not sufficing she managed by vigorously pointing in the direction of the station building to gain the

attention of the firemen on the nearest fire truck and they swung into the driveway and drew up alongside a Chevrolet coupe at the curb, the woman pointing at the hood. A fireman got off the truck, opened up the hood on the Chevy, and a little wisp of smoke arose. He motioned for one of the others to come down with a fire extinguisher; he opened up the other side of the hood and—pst, pst, pst, that was the end of the fire. From the way the girls squealed you would think something was going to blow up, anyway.

A Safety First Meeting was held at Montevideo, March 18, at which we understand about 63 were present, Assistant Superintendent Hills officiating at chairman. "Bab," I presume, was there and will give the details. Our present record stands as three injuries in 135 days. Our Safety First bulletins are gaining results, also some notice from other divisions, as they have inquired after our method of handling them.

Three section foremen's meetings were held on the division recently, one at Bird Island, Minn., on March 29, at which thirty-seven were present; one at Milbank, on April 2, at which fifty-one were present; one at Aberdeen, on April 4, at which fifty were present. Superintendent P. H. Nee officiated as chairman of each meeting. All subjects relating to the work of roadmasters, section foremen and section laborers were thoroughly discussed, including keeping records, accounting, and making of various reports. The object of the meetings was to acquaint the track forces with the importance of their work, the best methods of doing it, co-operation with one another and employes of other departments, and making them better trackmen. Any trackman having anything to say was given opportunity to do so, and much benefit was had from the meetings.

Master Mechanic E. W. Hopp is on the sick list with a dislocated leg—we say leg because just at this writing we could not learn just what joint was involved and we can't hold up the items until tomorrow and his office force has departed for supper. We will see Earl a little later.

Chief Carpenter McCarthy, asked what he had to offer for this issue of the Magazine, unburdened himself as follows: "The enthusiasm aroused by the vigorous campaign being waged enlivens our interest in the Safety First movement, even to the extent of checking up our past record. The west H. & D. B. & B. Department men think their record is good. In the past five years the record shows they have had five reportable and lost time injuries, total lost time, 36 days. I would like to see if some other division can show as good a record in their B. & B. Department."

All right, Mac. The thing to do now is better, which isn't saying you won't.

## Iowa (Middle and West) Division

Ruby Eckman

MRS. ELIZABETH WHITLOCK, mother of Conductor H. O. Whitlock, died at the home of a grandchild in Des Moines, the forepart of April, following a short illness. Mr. Whitlock's mother would have been ninety-four years of age had she lived until August. Burial was made at Perry, beside the husband, who had been her loyal companion for sixty years, until his death fifteen years ago. Passenger Conductor Apple was in charge of Mr. Whitlock's run during his absence.

Engineer F. L. Hanner, who has been confined to his home for several months by sickness, was taken to Des Moines the forepart of April for an operation.

Wm. Lee of the Perry Car Department force visited his brother in Prairie City, Ill.,

the forepart of March. Mrs. Lee and their granddaughter accompanied him on the trip.

James Saunders, who worked for a long time as stenographer at the Perry round house, has been at his home in Perry recuperating from a serious operation. James left the service of the company to take a position with a finance corporation in Des Moines and has been doing well in the work.

Engineer James Donahue, Conductor Clayton West and Chief Dispatcher J. J. Kindig were all down at Excelsior Springs during March and April enjoying the Baths and the benefits from the health-giving waters. All came home feeling fit and ready for another year of hard work.

Engineer Milo Dillon, who has been on leave of absence for several months, came to Perry the latter part of March to look after his business interests and returned again to Oklahoma City. Mr. and Mrs. Dillon were visiting relatives in Oklahoma City over the holidays, when Mrs. Dillon fell and was badly injured. Her recovery was very slow and as she was not able to return to Perry, Mr. Dillon came up and stored their household goods and rented his home, as he did not know when he would be able to come back to work.

Engineer and Mrs. Russell Johnson are the parents of a daughter born to them at the Perry Hospital on April 7.

Perry experienced a real wind storm April 5, resulting in one of the smoke stacks at the round house being blown down. Engineer Sanford Lones and son, who operate a greenhouse, also experienced considerable loss by the storm breaking glass in the roofs of their buildings.

Carlisle Johnson, who is employed on one of the locomotive cranes, was home from Minneapolis for a visit with his parents, Mr. and Mrs. Ethan Johnson, in April.

E. O. Kinser, for over forty years an agent for The Milwaukee, was found dead beside his wife's grave at Coon Rapids on April 4, death resulting from his own hand. "Ed," as he was always known to his friends, had been in poor health and rather despondent since the death of his wife several months ago. He was forced to give up his work as agent at Coon Rapids and had been making his home with a daughter in Cedar Rapids. The loss of his companion of so many years, and the fact that he was unable to keep at his work, grieved him so that he did not want to face the struggle alone any longer, and after leaving a note explaining his reasons for his act, he went to the cemetery and beside the grave of his wife, fired the bullet which caused his death. Mr. Kinser was seventy-two years of age, and had worked for The Milwaukee since 1886.

Division Master Mechanic Walter Foster went to California the latter part of March with his daughter June, who was married on April 2 at Fresno, California, to Mr. C. E. Hess of that city. Walter spent several days sight-seeing around Fresno and San Francisco during his stay in the West.

Weston, which has for many years been the first station east of Council Bluffs yards, was closed March 21. A. E. Fiala, who has been agent took the night job as an operator, there being one operator retained there and the station accounts are handled by Underwood station. Chautauqua, which for years was the first station east of Council Bluffs yard, was closed some years ago. G. E. Madsen, who was the night operator at Weston displaced a younger man at Green Island.

Engineer Fred Kennison laid off the middle of March, and with Mrs. Kennison took a short vacation trip which includes Chicago, Tama and Mason City. While at Mason City

they helped Fred's mother celebrate her 87th birthday anniversary.

Engineer Frank Stapleton and family were in Baggley, March 20, to attend the funeral of Mrs. Stapleton's sister.

C. A. Kneen, stationary engineer at the round house, who has served the city of Perry as a councilman for two years, was re-elected to another term in March.

Frank Hutt, of the round house force, has been practicing Safety First at his work at the round house for years but allowed himself to get a little lax on the subject of Safety First at home, so on March 17, when the kitchen fire didn't boom as quick as he wanted it to, he followed the old-time custom of throwing in some kerosene. The result was a call for the fire department and a doctor as well as a carpenter to repair the damage. Frank was pretty badly burned about the hands, arms and legs and considerable damage was done to the home. Frank says never again. He is going to get an alarm clock and rise half an hour earlier so he will not have to hurry the fire to get breakfast.

The older train and engine men on the western division all know now when they will be called and when they will get home as two time freight runs east and two west and one Manilla turn around job have been assigned to the five oldest crews.

Engineer E. G. White and wife were in Marion April 4, to attend the 60th wedding anniversary of Earl's parents.

Conductor E. A. Rumley of the West Iowa Division, was married February 28 at Council Bluffs, to Mrs. Emma Scheel of that city. They will make their home in Perry.

Since April 1st there has been a new assistant superintendent at Perry and a new terminal train master at Council Bluffs. Mr. W. L. Schmitz, who has been at Perry, was transferred at his own request to the Council Bluffs' position made vacant some time ago by the death of M. Gallagher. Mr. R. C. Dodds came to the Iowa Division from Madison, Wisconsin. Both men received a welcome by the employes in their departments.

Engineer D. Jones has returned to work after a couple weeks' vacation during which time he visited his daughter in South Dakota, and his son in Chicago.

Mrs. Recal Trask, wife of one of the Car Department employes, is home from a trip to Colorado, where she went to visit her parents.

Lewis Cowan, who has worked for some time on the section at Rhodes had the misfortune to fall while boarding a moving train at Elgin recently, and received a serious injury to his foot.

Machinist Irvin Dettman, wife and daughter Dorothy, were in Council-Hill, Ill., the middle of March, to attend the marriage of Mrs. Dettman's sister and also to attend a family reunion. They stopped at Dubuque on the way home and visited Mr. Dettman's folks.

Mr. and Mrs. Anton Mickelson are the parents of a ten-pound boy born March 20. Mr. Mickelson works for the Milwaukee at the round house.

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

D. H. A.

ACCORDING to the poet laureate "In the spring a young man's fancy lightly turns to thoughts of love," but a couple of our worthy railroaders have paraphrased the last sentence, making it read "Lightly turned to thoughts of politics," and now our genial debonair cashier, F. C. Williams and our cheerful past master of the business end of a number six shovel, familiarly called "Red" Richardson,

have thrown their hats into the arena of political activity, for the highly paid, peaceful and satisfying position of police commissioner, at next Tuesday's election. We all appreciate their unselfish sacrifice of personal comfort, for loyalty to their sense of community duty.

Chester Helme received the sad message that his sister, Sophia Helme, had passed away at Grand Ledge, Michigan. The remains were brought to Moberge for burial.

We are happy to know that Engineer L. G. West has returned home, after having been in the sanitarium at Sanator, S. D., since last summer. He expects to resume his duties soon.

The old switch shanty is no more, and the "snakes" now have their den in the depot adjoining the yard office. The old switch shanty has many fond memories for the boys, where they used to meet and swap stories, railroad, and occasionally enjoy a game of grand nulla or poker.

Demurrage inspector, H. W. Fluke of Missoula, Montana, spent a few days at Moberge checking our demurrage. While here he had the misfortune to slip on the icy walk and injured his back quite badly. We trust by now he has fully recovered.

Lorraine Hand, our trustworthy clerk in the relay office, spent the week-end in Minneapolis, shopping and visiting friends.

"Love makes the world go round," and Besse is treading on air these days. The reason: a certain young man from Billings, Montana, is spending his vacation here.

General superintendent, D. E. Rossiter of Butte, Montana, spent a couple of days in Moberge. While here he gave a very interesting and instructive talk at a meeting of the Moberge Commercial Club, which was thoroughly enjoyed by all.

Car Foreman Harry Growthe and wife of Green Bay, Wisconsin, are visiting relatives at Marmarth, N. D.

Lawrence Thuesen from West Trans-Missouri Division, is now on this end with pile driver, driving piling for many new creosoted bridges. Work is in full swing with two new decking crews set up this month to follow the driver.

Now that this session of the legislature is over, Representative W. J. Dyer has returned from Bismarck and is back on his old run again.

We are sorry to hear that Conductor Ed Streible is ill with pneumonia—we hope for a speedy recovery.

Roadmaster Ole Haanes of Trail City, has been transferred to Miles City, and his position is being filled by Mike Ott.

C. V. Nelson, assistant engineer at Seattle, was called to Moberge on company business April 2.

Dispatcher Walter Horn is receiving the congratulations of his many friends on his marriage on April 9, to Mrs. Freda Skinner Noble. They will go to housekeeping in the Pfanstheil apartments.

Miss Leah Middleton, daughter of Engineer Middleton, returned to her home the first part of the month from Seattle, where she has been specializing in beauty culture.

Mr. and Mrs. J. L. Caldwell took advantage of Jim's two days off, and made a flying trip to the Twin Cities.

Conductor L. R. Pridgen and family have moved to Snohomish, Washington, where he will engage in farming and timber.

Mrs. Wm. Boyle, wife of the genial agent at La Plant, spent Tuesday in Moberge.

Mr. and Mrs. Fred Scheifelbein of New Lisbon, Wisconsin, spent a few days here visiting Mr. Scheifelbein's brothers, Louis, Bernard and Carl.

Perishable Freight Inspector Phillip Johl has been transferred to Madison, Wisconsin. Chief

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Inspector D. S. Westover of Spokane, is filling his place at present. Mr. R. Guthrie of Bensenville, Illinois, will be our new P. F. I. Mr. Johl is a faithful and conscientious worker, and we are all sorry to see him go. We want him to know that we still think of him, so cannot refrain from writing the following little ode to him.

### "THE PASSING OF THE SPHINX"

Our very much distinguished and popular P. F. I., Phillip (McCann) Johl, has passed on into the realm of has been at Moberge, and it is with a touch of sadness that we write this last chapter for the archives—yet his departure was tempered with a bit of merriment when we recall just how the exit was made. Being impatient in accepting advice from the local weather forecasters, he, in his usual impulsive way, cranked up the puddle-jumper and headed east for the land of glory and sunshine. But as the little Red Riding Hood of old, he never considered the wolf. Phil could not have any more than started, when out of the northeast came the giant with wind and snow, apparently showing his wrath and annoyance, that one so true should become unfaithful and desert the fold, but gnashing his toothless gums, he drove bravely on. He exchanged his conservative cap for a ten-gallon hat, this being necessary in order to sit with the politicians. However, the last radiogram stated that our gallant P. F. I. was floundering in the snow in the vicinity of lost men, and while our heart goes out to him in his battle against the elements, we feel that his trusty tin wagon and his supersense of direction will bring him to his goal safely. We are now anxiously waiting with our ears glued to our receivers, for the next broadcast from Madison, Wisconsin, informing us of the safe arrival of the warrior bold.

### Dubuque Division

E. L. S.

CHRIST. SCHWEIKERT, roadmaster on Superior Division, was a caller at Dubuque Division offices, March 6. His friends were glad to shake hands with him and pleased to note how well he looked. Looks like the snow

# CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

## FOR SALE

For Sale—Chinchilla Rabbits, Guinea Pigs. Write D. C. Jorgenson, Agent, Chester, Iowa.

For Sale—Blue Beverens and Chinchilla rabbits, from prize winning stock. Pedigrees furnished. Prices on application. M. P. Valentine, Agent, Cross Plains, Wis.

For Sale—American brown water spaniel pups; males, solid color, \$15.00; white markings, \$10.00; females, \$7.50. Papers furnished. F. Byron Frazier, Williamsburg, Iowa.

Old postage stamps—sell, buy or exchange. Stamps on approval, sold as low as one-tenth catalog price. Liberal buying and exchanging terms. Write Frank Reynolds, 1116 East Denny Way, Seattle, Wash.

For Sale—Chinchilla Rabbits. Stahls Gold Certificate pedigreed stock for breeding. W. F. Van Gilder, Tomahawk, Wis.

For Sale—Junior Chinchilla and New Zealand white bucks, pedigrees furnished, eligible to register. For information write W. J. Barth, 1915 2nd Street, Perry, Iowa.

For Sale—Cocker spaniel pups, registered stock; color, buff. Also have a three-and-one-half-year-old registered female, white with buff ears. Proven breeder. Selling Chinchilla rabbits, bred does, \$10.00. Raise Silver Black Fox rabbits for your fur coat. All pedigreed stock. G. C. Meigher, Waukau, Wis.

For Sale—General Electric Compensarc, 110 A. C., steps up 20-40-60 Amps. nearly new; can be used either with one or two picture machines. One Wagoner Rotary Converter, 110 A. C. side, 60 volt, 35 Amps. D. C. side. Just the thing for any house with two machines; any reasonable offer will be considered. G. F. Rediske, Slayton, Montana.

For Sale—Dahlia Bulbs: six new Giant flowered and popular varieties \$1.00 postpaid. Each labeled with name. Others 25c up. Write for list. Harry C. Aiken, 522 S. Fourteenth St., La Crosse, Wis.

For Sale—Fishing Tackle. A full line of high-grade, hand-made split bamboo bait and fly rods. W. B. Holcomb, 6414 Nordica Ave., Norwood Park, Chicago, Ill. Phone Newcastle 1893.

For Sale—Chinchilla Rabbits. High grade, heavyweight. Pedigreed Chinchillas or standard Chinchillas. Scott S. Clark, 1902 N. Second St., Perry, Iowa.

For Sale—Mink—Ranch bred, dark northern, very prolific, domesticated and acclimated, high-grade stock. Fortunes have been made with these splendid fur-bearing animals, well deserving the name of "The aristocrats of furs." Booking orders for 1929 young, from excellent foundation stock. Suggest prompt inquiry. Write Henry Wanous, owner, Argonaut Mink and Fur Ranch, Olivia, Minnesota.

For Sale—5 acres Florida land, unimproved. Palm Beach Co., Tr. 42, Blk. 33, Plat 3. Around 14 miles from West Palm Beach and 6½ west of Lake Worth, Florida. Abstract brought to date. All taxes and drainage paid. Price, \$250.00. Geo. R. Lyons, 1615 4th St., Perry, Ia.

For Sale—Photographs of "The Snow-capped Engine" on Northern Montana Division. Price, 25 cents. Apply to G. R. Haines, Great Falls, Montana.

For Sale—Telegraph Operators attention—For sale almost new Vibroplex Single Lever, \$10.00. S. N. Belanger, 645 Henry Building, Seattle, Wash.

and cold weather up there agrees with you, Mr. Schweikert.

John Arensdorf, from the superintendent's office, takes his new Underwood portable typewriter in hand occasionally and makes business trips to Turkey River, Rockdale, Bellevue, etc.

Elmer Schwinn, from the superintendent's office, was on the sick list fore part of March.

M. J. Brennan, roadmaster's clerk at McGregor, who has been sick in a hospital at La-Crosse for sometime, died there March 26. Mr. Brennan was a roadmaster on this division at one time and served well in that capacity, as he did in his later work, up to the time he was taken seriously ill. Burial was made at DeSmet, S. D.

We had quite a few former Dubuquer's call at the division offices recently. G. Tornes and Wm. Nelson, of Chicago, were in Dubuque on business, week of March 11, and W. J. Hotchkiss, trainmaster, Superior Division, also paid us a visit during that week. Mr. Hotchkiss was here assisting his family with moving to Green Bay, his new headquarters.

There was high water on various places on the division during March. The Waukon, Preston and West Union Lines had considerable trouble. Also at Green Island there was high water over track and bridges, and passenger trains were detoured via C. B. & Q., Savanna to Dubuque, one day only, however.

High water at Norma washed out good portions of bridges K-700 and K-702, when the Root River left its course. There was considerable work re-driving these bridges.

Mr. Lollis and Mr. Jackson, from Chicago, were on the Division during the washout trouble at Norma.

Attorney C. O. Newcomb, of Minneapolis,

was in Dubuque on business the latter part of March. Mr. O. H. Berg, also from Minneapolis, was a Dubuque visitor at that time.

Superintendent Meyer and Trainmaster Rowley attended a Claim Prevention meeting at Chicago, March 26.

Martin Galvan, B. & B. foreman on this division for a good many years was promoted to general bridge foreman with headquarters at Chicago, March 26. Mr. Galvan is surely deserving of this promotion as he has indeed been a competent and reliable bridge foreman with a great number of years of faithful service behind him. His many friends were glad to learn of this advancement for him.

Mr. E. J. Crawford, chief dispatcher, and daughter Ruth, attended the funeral of Mrs. Duwe, at Garnavillo, March 26. Mrs. Duwe was seriously sick only for about a week before her death, and was 84 years old.

Chas. Stuart was promoted to B. & B. foreman at Dubuque Shops, March 16, in place of Wm. Reilly, now chief carpenter on the Madison Division.

Chief Dispatcher Crawford was in Chicago on business April 2.

Morris Kaufman, assistant to Mr. E. J. Johnson, division engineer, did not make a very long stay on this division, as, effective April 1, he was promoted to assistant to Mr. C. T. Jackson at Chicago. Mr. Herman Georges, from Marion, will fill Mr. Kaufman's place, and we welcome him to our division.

Mr. C. V. Hammer, from E. P. Willey's office, Chicago, was on Dubuque Division, fore part of April.

On account of M. Toussaint retiring on pension last fall, V. E. Ames, of Zwingle, has been appointed foreman at West Union. Owing to the death of Wm. Bruening, Section 50,

Volga City, January 4, Irvin Smith, of Turkey River, has been appointed section foreman in his place. Mr. Edwin Osthoff of Specht's Ferry, was transferred to Volga City, in Mr. Smith's place, and on account of V. E. Ames' transfer to West Union, Kenneth Blume, section laborer on Section 46 was promoted to foreman of Section 42, Zwingle, and Emery Roe, section foreman on Section 9, was promoted to section foreman on Section 10, Specht's Ferry.

As spring weather made its appearance, Tom O'Rourke went to work as section foreman, Section 9, Dubuque Shops, his old job.

The latest news is that we have another trainmaster, Mr. C. E. Shaft, of Milwaukee, who succeeds Mr. Rowley. Mr. Rowley has only been with us five months, but during that time his many friends were glad to renew their acquaintance with him and wish him success in his new field of labor. He has been transferred to Madison Division.

## Dubuque Freight House

THE Duffys bought a new Ford. Frank wanted a blue Ford but Mrs. D. preferred a chocolate brown. Frank and the Missus compromised, so they bought the chocolate brown.

Louis Jaeger and wife will depart for California shortly.

Yep! New tunes around the freight house. J. P. bought a radio.

The Oil Baron, Mr. McKenna, is now predicting a rapid rise in the stock market and he can be seen daily pursuing and digesting stock reports from the New York Curb.

Spring has surely come. Myron Newman, our efficient car clerk, is sporting a new cap.

Jay Brady has already planned his summer vacation. It hasn't been decided whether it would be double or single.

## "S. C. D. Office Notes"

F. B. H.

THE Hand of Death has entered and placed sadness in two of our homes this month. Mr. Tschantz lost his father on March 16, and Miss Skobis lost her sister, Mrs. Wilke, March 25. We all join in extending our deepest sympathy to the bereaved families.

We don't know what happened to Ralph Haslam over one week-end—guess he "faw down, go boom." Anyhow, on Monday morning he came to work with his arm in a sling. We felt so sorry for him but Ralph didn't seem to mind—he was always smiling just the same.

Am sure everyone remembers Bill Stark, who used to be A. R. A. inspector—he's foreman at the Milwaukee Terminals now—but when Bill was in the office he used to bring his two boys down occasionally and we are sorry to hear that Robert, the eldest is in the hospital. He had quite a serious operation, however, he is on the mend and will soon be at home.

Everyone is congratulating Frank Skola, as he is now a "proud papa." Junior was born March 16. Mrs. Skola was very pleased with the flowers sent by the Sunshine Club.

May Berry Moore has been on the sick list altogether too much. She was absent for more than a week and we all missed her so.

Steve sprung a big surprise on the office a short time ago by wearing a wrist watch.

But Dorothy Yakes sprung a bigger surprise on us by resigning March 30, and then telling us she has been married for several months. We understand that Helen Horan was with Dorothy when she was married—"Now ain't that something"—they say it's wonderful when a girl can keep a secret, but it's nothing short of marvelous when two girls can keep a secret.

Harriette Badger spent Easter Sunday in Minneapolis—but oh, how she landed in that town! Can't imagine who she was rushing out

to see, but the rush was all in vain, because she slipped on the second step and fell flat. Broke both heels off her shoes and oh, the black and blue spots received! We girls feel sorry for her but when she describes that exit—we can't help but laugh.

Easter Monday, Myrtle, Bernice, Catherine, Leona, Harriette and Fern celebrated by having a big chicken feed down at the Chicken Shack, then over to the Majestic to see "Sonny Boy." We had a mighty good time and a wonderful dinner. For further details ask Bernice as I think she enjoyed the chicken just a little bit more than anyone else.

Really don't know whether Helen Horan is getting superstitious or not, but one would be tempted to believe that she was afraid the witches would get her, as she came to work one morning wearing one tan hose and one grey one.

Ralph Haslam was receiving congratulations and good wishes galore on April 3—that being his 16th birthday.

### S. M., East

By V. J. W.

SOMEbody spoke out of turn with, "Sprig has cob." Easter Sunday with all its finery and new cars was greeted with a brand new snow storm and traffic tied up.

Presuming that spring will come, along with tales of fishing trips, we will be glad to report any record, or near record catches, with one requirement. Furnish us with at least a fair size specimen of the catch for evidence, or whatever purpose we see fit. We might further request that you do not drag it in the cinders.

While on the subject of fishing, our attention was called to a catalogue of a nationally known bait company which lists a photo and an account of a record catch which won second prize in the company's contest. The fisherman of note is none other than "My Own" Conductor Frank "Major" Kriz. The bird that won first prize must have had SOME bait.

Violet Beatty, superintendent's stenographer, spent a few days the middle of the month, with friends at Omaha.

Dick Hogan, roadmaster and carpenter clerk, not only attended the basketball tournament at Minneapolis early in March, but also walked home from Blooming Prairie when his car failed to negotiate the entire trip.

Word reaches us from La Crosse that Special Agent Jim Taylor has been laid up for a couple of weeks. The symptoms indicate a bad case of trout fever.

Speaking of fever, Operator Olson, at Ramsey, has been stricken with a new attack of chicken fever. It must be incurable, as he has taken to Leghorns this time.

Roadmaster and Material Clerk Henry Lucas,

spent Sunday, March 17, at his home in Madison, S. D.

We overlooked one of the advantages of the snow blockade last month. HAW lost twenty pounds walking to work, while the bus was tied up.

Yard Clerk C. B. Munson was called to his home in Cashton, Wis., March 14, due to the serious illness of his mother. Erwin Johnson relieved him at Austin Yard.

Evelyn Wigness, master mechanic's office, spent March 24 and 25, at New Ulm.

"Tang" tried to hold the public eye in District Court by getting on the jury, but we find Assistant Cashier Ellory Barker appearing as a state witness. Red and Scott also had a turn in the big chair some time back, and Major Hagelund lays claim to having been a state witness, but we find no record of his having collected the fees. The defendant, no doubt, will attend to that when he gets out. Rumor also has it that one of our roadmasters finished second in an argument with a traffic officer in Mankato.

While many gloomy stories are being circulated about the "Garden Spot of the World," we find one member of the force at Hollandale getting ready for a big season on the famous "twenty acres." He was much elated one day recently when someone phoned that land had been found on his farm. The boys report that "they" may be seen any Sunday now on those delightful strolls down the right-of-way in quest of the "End of the Rainbow." You have our congratulations, Roy, just as soon as they are in order.

Division Accountant R. G. Evenson made a trip to Minneapolis, March 30, and returned with a new sport model Pontiac coach.

Have you noticed the sly glances cast in the direction of Howard Rafferty and Bennie Elsner in those new Ford roadsters?

Ed Suess, western weighing inspector, has moved his headquarters from Austin to Albert Lea, effective April 1.

The S. M. Division has finally entered the "hire a hall" class. The last Safety First meeting held in a coach at Austin lists 109 persons on the roll call. It was a well attended meeting and needless to say a well filled coach. Arrangements are under way to procure the Marigold Hall for the next meeting. An excellent suggestion has been offered to help increase the attendance at Safety meetings. Every one who was present bring some employe who did not attend. Pick out a victim early.

Train Baggage man Rudolph Berg was taken very ill after completing his run on No. 122 on the night of March 28, and rushed to the Lutheran Hospital in La Crosse.

Lineman Walter Chestnut has returned to work after a fourth months' leave. Ben Dey,

who was relieving him, left April 1 for Sturtevant, Wis.

Mrs. L. S. Ferris, wife of Conductor Ferris, underwent an operation at Rochester, March 26. She is reported as improving.

Clarence Johnson, chef on the 5804, made his last trip out through the pheasants and jack-rabbits, March 29. He has accepted a position in charge of General Superintendent D. W. Kelly's car in the Middle District.

When is a circle a circle? When is a circle not a circle? When is a circle full of circles? After several attempts with specially sharpened pencils and with the aid of a powerful glass, Agent J. C. Hanson, Hayward, succeeded in making 9,168 circles within a three-inch circle, only to find that to win first prize he must add 276,832 more circles. We have previously reported that Casper was good on the squares of a checker board.

We were greeted with a new noise in the superintendent's office recently and find it is to be permanent equipment; a new hair dryer for RGE.

Ticket Agent John "Parson" Schultz thinks this will be a lucky season for his ball team. He got a running start by winning a nice fishing tackle box filled with equipment.

Have you heard of the latest venture of Assistant Ticket Clerk H. C. "Bungle" Scott? We knew of his attempt to lease all the corn land around Oakland a few years ago, and his entry into the potato game at Ramsey later, and now we find him going in for "fur for profit." How many Chinchilla rabbits does it take to make a Chinchilla coat? Take our advice Scotty and don't put in any beans.

Evelyn Trenary, comptometer operator clerk, journeyed to Albert Lea, No. 23, Saturday for Easter. The heavy snow made it easy to explain the slight delay until the arrival of No. 24, Monday. Our attention was also called to that brand new bob the next day (pay day).

O. S. & D. Flanigan says some people get all the breaks. There was not a flake of snow in sight when he missed No. 2 in Minneapolis, April 4. It must have been a good wedding.

It takes the Refrigerator Department boys to catch them after they miss them. Did you see Big Honest Abe (DSW) and C. P. F. I. (HOE) making a fast get away for Ramsey about 2:30 P. M., April 2? For your information Dave, the trains on Lines East run on time and No. 3 leaves at 2:25 P. M.

The following is reported as having actually happened at Jackson: "Loading stock from a certain pen was progressing rather slowly and when the division inspector got on the ground, he noticed things were not moving very fast, so he spoke to the agent, who said he had several other cars to load with stock and it would help matters if he (division inspector)

# You Can't Go Wrong



*If you follow this rule how to make good coffee*

Proportion: 1 rounded tablespoonful of ground coffee to 1 full cup of water. (Note—1 full cup of water equals 1½ cups filled to average depth and with space allowed for adding cream.)

Place coffee in pot and add boiling water. Boil coffee and water together for 5 minutes, not longer. Pour out 1 cup to clear spout and pour back into pot. Now pour into pot a large tablespoonful of cold water and let stand for 3 minutes. This will force the grounds to the bottom.

would hurry the loading at this particular pen. The inspector agreed to get into the yard and move the stock into the cars, when a male member of the swine family, suddenly took it upon himself to get Mr. Inspector out of the yard. We know now that the inspector is a wonderful hurdler."

We heard Brad, that they were saving that pen for you.

The Milwaukee entry in the City Kittenball leagues will play under the colors of the Hirsh Clothiers this season and have been assigned a place in the senior league. Manager L. S. "Silent" Jackson attended the annual confab the evening of April 8, and reports we will have some tough opposition. Last year the aggregation lost only one of a schedule of 28 games and it will take a lot of help to attempt to hold that record. We should have a report of the first games by next month's issue.

One more from our regular contributor, Anonymous: "The old tradition is that rabbits lay eggs of pleasing colors and bring them around at Easter time. We failed to see the bunny this year, but General Foreman Keck was laying Easter eggs of an artistic coloring all over Austin terminal. It hath yet to be revealed what genius some men possess."

### Madison Division Notes

W. E. F.

WELL, sun is shining and the birds are singing proclaiming that SPRING HAS COME, and if old man Winter never comes again it will be soon enough.

Bess Hickey's Whipplet had a flat tire last week—Bess didn't have a "Jack" handy so she went out looking for one.

She found plenty—traffic was tied up for some time around the passenger station.

While we congratulate Mr. R. C. Dodds on his promotion to assistant superintendent at Perry, Iowa, we are surely going to miss Mrs. Dodds as she is vice-president and a very active member of the Women's Club.

Thos. F. Fox, engineer, and Mrs. Fox returned from a vacation spent at Hot Springs, Ark.

Our deepest sympathy goes to the family of Thomas Reed, switchman, who was fatally injured at Janesville, April 4, but it must be some consolation for his loved ones left to think that like a soldier who dies on the battlefield for his country, there is a great reward also for the railroad man who dies in the performance of his duties.

The Women's Club of Janesville put on a very successful event May 18. The affair was given by the railroad men, all taking part being employes of The Milwaukee Road.

It surely went over big and was a scream from start to finish. John Brown, agent, gave a short talk and thanked the Women's Club for the good work being done. Mrs. G. J. Ryan, president of the club, responded.

More than 950 men, women and children attended. A special train from Madison brought 68 railway men and women, many of them being officials of the road. Beloit was also represented.

The Women's Club of Madison put on a very successful card party March 20. A very dainty lunch was served and prizes given.

### Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

YOU have to take off your hat to Al Workman and step off into the mud when you meet him on the sidewalk, he is now "Hizzoner the Mayor," if you please, yes, and Conductor Pogreba is one of the new aldermen, and Fireman Bill Merrill, and Fireman Kunze,

and what on earth would happen if they were all out of town together some time? No one knows, the town would just roll up and fall into the river, is about all. Well, it will give the boys something to do when business on the road is dull, and they can work on the streets and alleys to kill time when they feel like it.

We offer our congratulations to Conductor and Mrs. James Toy of the Northern Montana Division, who are the proud parents of a baby girl born March 27, in Great Falls, Montana. Suppose Jim will just hand out boxes of cigars and wear much larger hats now.

Conductor Tommy Fairhurst has returned home from a trip to Mayo Brothers' Hospital and seems fine again. Said there were so many doctors there he is sure they didn't overlook a thing.

Brakeman W. A. Carlson has also returned from there, and is back to work again. Mrs. Carlson has gone to visit home folks in Iowa while she has a chance before the rush, season starts and the garden is up.

Dispatcher Jack Weatherly is in the hospital at Deer Lodge, where he was operated on early in the month. He is doing fine and will soon be back to work again.

Operator Ranger, on third at Three Forks for some time, was laid up a few days in the local hospital and has gone over to Laurel to visit his home folks before he returns to work.

Operator Holly from the "G. S." office, is relieving him. With "Doc" Byrne on first. Operator Ralph Kemberling and wife, who went out to the coast in March for a vacation, are expected home any time now, as Mrs. Kemberling fell the first day in Portland and broke her ankle, which has kept her in bed most of the time since. That is not what I would call a vacation.

Second Trick Operator Field at Deer Lodge, can hardly spare the time from talking about George Daniel, to copy any telegrams nowadays. George Daniel arrived in Deer Lodge April 9, and will make his home with the Field family. Understand his brother thinks it O. K. for him to remain with them and so we offer our congratulations to the family.

We regret to write of the sudden illness and death of George Marshall in Three Forks, March 29. Mr. Marshall was the brother of Mrs. A. E. Barnes, wife of Engineer Barnes, and we offer our sincere sympathy to this family in their loss.

Conductor Jesse Cook of the Rocky Mountain Division, was taken ill while on his run at Harlowton, morning of March 29, and died a few hours after arriving at Three Forks, where he was taken to the hospital. He leaves to mourn his death, a daughter, Mrs. George Jackson, and a son, Grant, as well as a sister in Renton, Washington, and a brother in South Dakota. The division extends sympathy to this family as Mr. Cook was an old and valued employe of this division and we will all miss him.

Conductor Ed Ferguson passed away of heart failure while going west with his train the morning of April 5, and was found in the rear of the motor by the engine crew at Piedmont. He leaves a wife and daughter in Minneapolis, and we extend to them our sympathy. Mr. Ferguson was one of the most popular trainmen on this division and counted his friends by all who knew him.

Paul Williams, son of Section Foreman Williams of the Gallatin Valley Line, was suddenly killed early in the morning of April first, on the highway near Belgrade, while returning home from Bozeman Hot Springs. His wife was with him in the car and was badly hurt but is recovering and we offer to those of the family who are left behind, our sincere sympathy. A sister lives in Butte and another brother in Three Forks, besides his father and mother.

Conductor Hamp who has been on the west end local for some time, has gone back on passenger again and Conductor Kirwan is now piloting the local here, there and wherever he can get it to go. Lots of cars and lots of hours, mostly nights, he says.

Miss Lucy Barnes is visiting at her home here from Cleveland, Ohio, where she has been in training for a nurse for some time. She was operated on early in March and is getting along nicely and will soon be back again at her studies.

### Sioux City and Dakota Division

H. B. Olsen

MRS. FAY NESS, trainmaster's clerk, who has been very ill in one of the Sioux City hospitals, is reported as somewhat improved. Her position is being taken care of during her absence by Miss Edna Anderson of the superintendent's office.

Mr. Earl Jefferson, fuel supervisor, who has been off the job for several months as a result of an unfortunate accident at Flandreau, S. D., in which Earl lost his left leg, has resumed work again. Earl has a good artificial leg and seems to walk as sprightly as he ever did, and he estimates that the time saved in paring toe nails and washing his foot will more than offset any slight discomfort the loss of the leg might cause him. Earl also now wears a very modish derby hat, and carries a bright yellow cane, and the girls in the superintendent's office at the present time are taking up a collection to supply him with pair of spats and a monocle. When the ensemble is finally completed, Earl will make Lionel Barrymore look like the second mate of a third rate stock yards.

Mr. Joe Caba, Superintendent F. T. Buechler's personal stenographer, attended the Women's Club dance at Sioux Falls on April 11, and wore his new gray suit purchased especially for that occasion. The ladies just had to behave.

Mr. S. F. ("Sioux Falls") Philpot, traveling inspector, has been off the job for some time with an infected leg. We miss you, "S. F.," and hope you will be able to resume work very shortly.

If you have not as yet inspected caboose 1390, do so at your first opportunity. This caboose is under the supervision of Conductor W. H. Lane, and is a credit to the system. Of standard type, this caboose is equipped with storm windows for cold weather, fully screened in warm weather, scrim curtains, soft-colored safety lamp shades, clothes lockers, light-colored linoleum on the floor and neatly painted. "Billy" has a perfect right to be proud of this caboose. It's a real palace.

This period of the year around the County Court is usually the duller time of the season, but business picked up on March 21, when Mr. Clarence Amundson of the Sioux Falls roundhouse, and Amy Steoberl called on Circuit Judge Ray Dougherty to marry them. Cupid has been throwing his darts around the roundhouse for some time and while Clarence kind of slipped one over on us, the gang took care of the newlyweds that evening after all, by parading them around the city in a trailer attached to a high-powered automobile. Congratulations, Clarence, to you and yours.

Switchman Les Sweeney, Sioux Falls, is now enjoying the comforts of a Star sedan.

On March 31 the Majestic radio dealers, eighty some in number, chartered a special train over our line for Chicago. Included in this train was one car especially equipped with a radio and all that goes with it for the convenience of the party. Members of the party report a most wonderful trip and the service excellent, in the entire trip, Sioux Falls to Chicago and return.

Brakeman John Johnson on the Running Water line, has purchased a new Oakland sedan. It is reported that for the comfort of Johnnie, it was necessary to move the motor six inches ahead to make room for his feet, and a hole was cut through the top to accommodate his head.

Mrs. Carl Wheeler, wife of the late Conductor Carl Wheeler, has taken over the supervision of the Interstate lunch room at the Sioux Falls passenger station.

Agent C. P. Kinser of Akron, was recently called away to attend the funeral of his father. Akron station was taken care of capably during his absence by Wm. VanderVoort.

Mr. "Heiny" Hoyer of the Engineering Department at Sioux City, dropped into the superintendent's office a short time ago with a carton of cigarettes under his arm. He laid the cigarettes down just for a second to look over some papers, and when he reached for his cigarettes they had disappeared. Arrangements are now being made to fit out "Heiny" with a nice new brass padlock for his belt.

Agent W. E. Beck of Geddes, recently held a meeting for the benefit of the Geddes shippers, and we are told converted the whole bunch to the use of the railroad for shipping. A few more go-getters like Agent Beck and we might see a return to the "good old days of railroading" that the old-timers are so fond of telling us about.

During the "break-up" of ice in the Big Muddy "jams" in the river it appeared for a time that the whole country would be flooded. However, our division did not suffer so much as it might have.

Agent C. R. Fletcher of Elk Point, has taken his brother to California with hopes of benefiting his health. Operator Theo. Munsch is relieving Agent Fletcher during his absence.

Mr. E. M. Isaacson, formerly of Mapleton, Ia., has been assigned 3rd trick at Elk Point. "E. M." says he is learning to love Elk Point and likes the job fine.

Seeding of small grain in the vicinity of Elk Point is practically completed and with the recent heavy wet snow one of the heaviest crops will be harvested this fall.

Mr. Ernie Robb of the Sioux Falls freight office, underwent an operation last week and we sincerely hope the operation will remove the cause of the continued illness Ernie has been under the past two years.

Conductor "Jack" Crews and wife of Running Water, drove down to Sioux City the other day, and like all other admirers of new automobiles, the first thing Jack knew, and with the assistance of a high-powered salesman, Jack and Mrs. Crews were homeward bound in a new Senior Dodge sedan.

Mr. John Miller, section foreman at Morningside, Ia., has just completed 34 years as section foreman on the S. C. & D. Division and has received a button of identification for this excellent service. In his 34 years he has elevated nine men to the position of section foreman from the ranks of laborers, all of whom are on this division. Congratulations, John, on this excellent service record.

Miss Laura Seivert has resumed work at the Sioux Falls freight office after several weeks' absence account visiting in the south and west. We are inclined to believe Laura had a most wonderful time and enjoyed every day of her visit.

Chief Clerk Fred J. Myers, wife and daughter, have returned from a month's vacation in California. Fred says he is now good for another hundred years and the trip did him wonders.

## Tacoma Shop Notes

"Andy"

CON WEBER, car foreman, is now living where he has moved, we have heard, and the motive for the move we understand is so he may be more accessible to the hall where he practices the terpsichorean art, which is one of his weaknesses; and as a dancer he is the very essence of grace, yet there is a little rivalry in this line between him and Carl Johnson, who is no slouch on his feet either; he wiggles a wicked hoof on the waxy lumber.

Al Simons is in the East on labor matters, and expects to visit all points on the return trip.

Len Hogan has discontinued using his car for transportation to the Tide Flats. We understand this is due to the difficulty he had in getting the thing started for the return trip.

Paul Landgraf—although his primary interest is in chicken raising, is also going in strong for gold fish. Understand he has purchased five aristocratic members of that family for \$5.00 and they are doing fine.

Willie Lauckhart attended a special sale of lingerie on Market Street recently with a view of purchasing a set of rayon step-ins to step out in, but changed his mind, went into a fruit stand and bought a flock of bananas for slippers.

Orrin Anderson, son of Harry Anderson, was operated on recently for a ruptured appendix. He is getting along very nicely.

Machinist Sam Grove's daughter, who was injured in an auto accident, we have heard, is getting along nicely. She is at a hospital in Centralia, and Sam expects to take her home soon.

The men at Tacoma Shops are very enthusiastic over the opportunity to compete with Minneapolis and Milwaukee shops on the mallet jobs. We may not be on the top, yet we believe we can give them a good run.

The new boring mill just received at the shops is a humdinger. It is certainly a splendid looking machine and will be without a doubt a great assistance in speeding up our work.

Cecil DeGuire paid us a visit the other day, going over A. F. E. matters. When it comes to A. F. E.s Cecil sure knows his genus allium, and in the delicate art of "Remember When" he is the finished product. You ought to hear him and Harvey Snyder do a high voltage vocal duet to the tune of Green Bay, for that's the town they spent their barefoot days, believe it was in the vicinity of Crooks and Jackson Streets, just exactly one block from the brewery, which was across the street from the "Liebenwasser," near the little park—that used to be Cecil's hangout. The memories of those days must have been very fond for they are very clear in his memory, and it takes him and Harvey to drag those old reminiscences up for the ozone.

Don't believe we have mentioned the fact that S. Haugen has bought a new Essex car—quite a change after riding a Chevrolet touring for several years.

Major Frank Buchanan, our jolly traveling engineer, is going to leave us for about six months. He and Mrs. Buchanan expect to leave the latter part of April for an extended trip through Europe, where they will visit all points of interest. Frank will no doubt run into some of his old acquaintances made during the war, as he spent three years there at that time. We all wish them good luck and a pleasant journey.

Chas. Reynolds has been appointed to the job of dishing out bolts and nuts at Port Angeles, under the title of storekeeper, and we are very confident that as a custodian of railroad supplies, he is the last word, however, he has one

# SPECIAL OFFER

## For 100 Milwaukee Employees

As a special offer we will sell 100 of these lanterns to Milwaukee men at cost, with not one cent of profit to ourselves.



With or without rear light

Greater Candle Power—Stronger and better diffused light—Sturdy Construction.

Burns eight hours on eight ounces of Carbide with only one filling of water.

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

### Light Where You Want It



Porto Light

On the job there is no substitute for steady light—plenty of it and where you want it.

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full even beam of over 5,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.

### The National Carbide V G Handy Light

Like the Porto Light, the Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.



Handy Light

#### MAIL THIS COUPON TODAY

National Carbide Sales Corporation, 342 Madison Ave., New York.

Gentlemen: Please send me complete information about your special offer CARBIDE LANTERN.

I am a ..... on the  
(Occupation)  
..... of The Milwaukee,  
(Division)  
Name.....  
Address.....

weakness and that is for the wild and weaker sex—being handsome and juggling a good, snappy line has, of course, its drawbacks, but Chas. vows he has overcome this weakness, maybe yes, maybe no, who knows, who cares—we have not found out as yet.

E. Brewster is having a new home constructed and according to the specifications is going to be some home.

## Twin City Mechanical Department Happenings

N. A. H.

THE Safety First movement is making great strides at Minneapolis Shops. The meetings are well attended and interest is taken in preventing injuries. The employes are getting great co-operation from all officials and have materially reduced the number of injuries. Messrs. G. Lamberg and John Turney are very active in this issue as well as all foremen.

Traveling Engineer F. G. Hemsey was called to Milwaukee account of death of one of his grandchildren.

Another big dance was put over by the Twin Cities Chapter of the Milwaukee Women's Club and needless to say that it was a complete success with a chairman and committee of the ability that has been demonstrated. The dance was held in the ball room of the Nicollet Hotel, April 6, and everybody that was anybody turned out and enjoyed the evening immensely. There was card playing for those who did not dance, and the ball room was beautifully decorated, together with one of the best orchestras in the city.

Mrs. John Turney and her committee are worthy of great praise in again going over the top.

We all thought spring was here to stay, but April 11 we experienced another snow fall which made traffic very hard, and the week preceding, the northern part above the Twin Cities experienced a real tornado, destroying many homes and buildings, etc. The weather nowadays never gets monotonous, as we have a variation all the way from the balmy spring weather to blizzards and tornadoes.

Night Round House Foreman Robert Cadden at St. Paul, is now home from the hospital and well on the way to recovering from his operation. Good luck, Bob.

## Chicago Terminals

Guy E. Sampson

FOR the Chicago Terminals this has been a somewhat sad month. Conductor Clifford Dow, an Illinois Division conductor, who has been in the stock pool here for several years, was accidentally killed in the west yards at Bensenville. He had just completed his run and it was while putting his caboose away that he was struck by a moving car and instantly killed.

Foreman Don Capron, when boarding his caboose suddenly lost his grip and was thrown off, hitting in such a manner as to break a leg in two places above the knee.

Chas. Allen, while in a transfer run, suffered a paralytic stroke and was rushed to the Washington Boulevard Hospital, where he is recovering.

The little son of Foreman Lyall Sampson passed away at the home of its parents after a short illness with pneumonia.

Carl Sorensen, a car clerk in the Bensenville yard office, underwent an operation for appendicitis at the Elmhurst Hospital, while Gerald E. Sampson, 14-year-old son of Guy E. Sampson, underwent the same kind of an operation at the West Lake hospital in Chicago.

The 8-year-old son of Train Master A. W. Hervin was taken to Milwaukee where he underwent a serious operation. So all in all, as we said, it has been a sad month. The sympathy of all employes is extended to all our co-workers who have had their homes saddened by either death or serious illness.

Donald Eldred, second trick towerman at Pacific Junction, succumbed to an appendix operation. It was thought at first that he was getting better after the operation but death claimed him about a week afterwards.

Our silver toned operator on the switchboard at Western Ave., with another lady to accompany her, recently took a little spin in their auto, visiting the east coast and down to Miami, Florida and then back to Chicago. And how their friends enjoy hearing them tell of the fine time they had. They made the several thousand miles without even as much as one case of tire trouble. Oh, yes, we all missed our operator but were glad she could enjoy a few weeks' vacation even if the rest of us did have to keep working every day.

Switchman Luebking and wife are rejoicing over the arrival of another son.

Mr. Joe Bodenburger was recently seen coming down the street with a broad smile on his face. When asked why the big smile, Joe only replied "Grandpa again, that's all." But all the joy was not for Joe as their only daughter, Mrs. Louise Bodenburger Sutter, and her husband are very proud of the little brother that was sent to keep their little daughter company. Their many friend also congratulate them.

Harold Guthrie and wife departed April 11 for Moberg, S. D., where he was sent by the P. F. I. Department. His months of efficient labor in the terminals gained for him a well-earned promotion and while we all liked to work with him we were at the same time glad to see him obtain a promotion and wish him much success out in the prairie country. Run back occasionally, Harold, and see all your old "side-kicks."

Train Director Frank Reed, who was so seriously ill the early part of the winter, is feeling the best he has for years. His trouble has been entirely cured and he looks and feels younger today than he has for a number of years.

Train Director Jas. Kirby, who fell and broke his leg on January 31, was released from the hospital after about ten weeks of lying in a cast in the Washington Boulevard Hospital. When the cast was removed it was found that the bone had knit perfectly and that after a few more weeks' rest he would be able to get around as well as ever.

Chief Caller Robert Richardson was absent from duty for some time this month on account of having an operation on one of his eyes.

Conductor Goble took a couple of weeks' vacation this month, and spent it at Excelsior Springs. A wonderful resting place and so easy to reach via the Milwaukee Railroad.

Mrs. Knowles, wife of Engineer Leslie Knowles, visited relatives in steubenville, Ohio, this month.

Switchman Dave Rands and family left April 21 for a few weeks' visit in California.

## From the Cross Roads of the World

Roberta Bair

MR. J. T. AVERITT, coal traffic manager, was on the division for a couple of days recently.

We are glad to report that David Harris, who has been quite ill for some time, is back on the job again.

We are planning on a great time at the Safety First rally to be held at the Moose

Hall, Terre Haute, evening of April 22. There will be several interesting speakers after which an orchestra will furnish music for dancing. The Milwaukee Women's Club will furnish refreshments.

Mr. and Mrs. Harley Smith visited relatives at Jasonville Sunday, April 14.

Our division freight and passenger agent, Mr. P. M. Fagan, is again able to be on the job after a short illness.

Our chief clerk, Mr. Fred Pearce, has purchased a new Chevrolet sedan.

Mr. E. H. Pfafflin, division engineer, is busy these days getting ready to lay some new track and starting out the spring work.

Mr. Gepner, train dispatcher, is taking a three-weeks' vacation and Doc Heller is working the 3rd trick while Mr. Gepner is absent.

Mr. Ben Lorton of the train dispatcher's office, is still in Texas, where he went some time ago for his health.

We had a very successful and heavy business for the month of April. Practically all the mines were working.

Mrs. W. G. Bowen, wife of our assistant superintendent, spent Easter in Detroit.

Mr. A. L. Burt, assistant division engineer, wishes to thank the officers and employes for the beautiful flowers sent at the time of the death of his sister, Mrs. Wilma Tiuman of Waterloo, Iowa.

The Milwaukee Railroad was well represented in the Terre Haute bowling tournament during the past winter by two teams—one known as the "First Team," which consisted strictly of office employes from the Rea building, and the other known as the "Second Team," which consisted of office employes from Hulman Street and Crawford Street.

After a few games had been rolled, the first team went into the lead, and from that time until the end of the season there was no doubt but what the first team would finish on top. While the second team did not do quite so well as the first team, they easily held second place throughout the season.

The first team started the season with Huberti, Walters, Stewart, Scholl and Colwell. Towards the end of the season it was necessary for W. O. Stewart and Push-em-up Huberti to drop out of the team account of too many outside interests, during which time the team was held on top by the stellar bowling of Sam Amour and Hugh Bragdon. It was thought that these two men, along with Lefty Scholl, would show up in the A. B. C. tournament, but in some way they missed connections.

The second team was able to go through the entire season with the same men, namely, President Joe McMahon, Joe Dede, H. Hollis, E. Pfeiffer and V. Hollis.

The first team won 45 and lost 18, while the second team won 41 and lost 22.

The sympathy of all employes is extended our general car foreman, Mr. T. J. Lentz and family account the death of Mrs. Lentz at Union Hospital, Terre Haute, April 14. Mrs. Lentz was a most enthusiastic worker in the Women's Club and was greatly interested in all railroad activities. She will be greatly missed by all.

We are glad to report that our district master car foreman, Mr. M. M. Dick, who is in the hospital suffering from an infected foot, is reported improving.

We are pleased to have with us at this time, Mr. Chas. Witt, time inspector from the Chicago office.

## West Clinton

On April 20, the stations of St. Bernice and Blanford were closed. Agents A. A. Danner and Ernest McCart of these respective stations have many friends here who wish them.

the best of good luck wherever they may go. We count these two boys among our very best friends and it is with deepest regret that we see them leave us.

A. A. Danner, that young agent from St. Bernice, says, "And on the other hand was a wart."

Operator Fred Ammerman of Dana passed through here April 5 on his way to Spring Hill, where he is working.

Conductor Craig has promised to take a picture of the yard office for the Magazine soon. Now won't that be nize?

Have you noticed how thick the auto salesmen have been around here for the past month? More numerous than bootleggers.

Conductor H. J. Kutch was out visiting the boys April 11, after a long illness.

G. Y. M. Guy Kelley was called to Bedford April 9 on account of the illness and death of his father. Sympathy is extended the family by all the employes at this station.

Roy Emerson and H. Wallace enjoy seeing automobile salesmen around the round house— or maybe we have that wrong.

The car men are smiling a smile of contentment over that recent raise. Well, we don't blame you, boys.

Roy Logan of the W. of W. Department, returned from Iowa the first of April, where he had been called on account of the death of his father. We wish to extend our sympathy to the family.

W. G. Pate assisted Yard Master G. F. Lundwall during Mr. Kelley's absence the first part of April.

Burl Goff, former brakeman, was here about the middle of April from Bloomington, Indiana, where he is working.

A good slogan would be—BURN INDIANA COAL.

## Des Moines Division Items

### Frenchy

MRS. F. B. DUNN went to Rochester, Minn., March 26, where she underwent a serious gaiter operation. We are happy to say that Mrs. Dunn improved very rapidly and was able to go to Fort Dodge about eight or ten days after the operation. She is now much improved in health and gaining her usual strength very fast.

Mr. S. M. Anderson, formerly section foreman at Marathon, was appointed roadmaster on the Des Moines Division March 20, to succeed Mr. John Flanagan, deceased. He has moved his family to Des Moines and is now getting to feel quite at home there.

Foreman A. D. Kemp has returned to work after a vacation. Foreman Chas. Crawford has also returned to work after being off duty account illness. Section Foremen Finnane and Fryc are also back in the harness after laying off, account ill health.

L. E. Bates, formerly train baggageman on the Storm Lake line, has moved back to Des Moines and is now occupying his own home again.

W. C. Moody, formerly on Storm Lake branch, is also back in Des Moines account bus service inaugurated on that line.

Roadmaster L. Anderson and Mrs. Anderson spent Saturday before Easter shopping in Des Moines. Presume "Louis" was purchasing his Easter bonnet.

Mrs. Arthur Ibsen will spend the week-end of April 13 visiting her husband at Davenport. Judging from the new ensemble, new hat, purse, fur, shoes, etc., that she purchased, we would judge that they are anticipating a second honeymoon. We sincerely hope "Art" will meet her, otherwise she is likely to be kidnaped by some other male human.

Mr. J. F. Kane, traveling freight and passenger agent, has been quite ill but we under-

stand is improving at this writing. His friends all hope that he will soon be back on the job again.

Dispatcher "Ole" Olson attended a bowling tournament in Chicago during the forepart of April. We did not hear much about the tournament but quite a little about a certain cafeteria where the young lady waiters wore a very attractive garb.

Conductor Nick McGrath, for several years on the Storm Lake branch, due to discontinuance of train service, is now running on 33 and 34, the run formerly held by Conductor W. J. Caskey. Conductor Caskey has taken the mixed run, Spencer to Spirit Lake, formerly held by Conductor Adams. The latter conductor has taken the run formerly held by Conductor Bollard, on 97 and 98. Mr. McGrath finds it a little difficult to get down to business after his several months spent in Florida this winter.

A certain young lady in one of our Milwaukee offices is now driving a fine Graham-Paige to and from work, temporarily; and the peculiar part of it is it bears an Ohio license. We understand, however, that it will soon be wending its way back to Ohio and said young lady will have to use the street cars or depend upon the kindness of her friends and neighbors, like the rest of us poor mortals, or on second thought, perhaps she will accompany the car.

Another young lady not many miles from the writer, is wearing a new sparkler which is very hard to gaze at with the naked eye. Any one coming within the radius of aforesaid diamond should put on his dark glasses. We have not yet been advised when the happy day is to arrive. Will advise later as to this.

Miss Ruth Berman visited friends in Storm Lake recently. Of course she had a good time, that goes without saying wherever Ruth is concerned.

## HOTEL FOR SALE

### RURAL ALL-YEAR PROFITS HOUSE

Sixteen rooms and land, moderate rate hotel, steady occupants average, because of advantageous industry and traffic juncture; auto service station included in sale; tourist business important in season; no other or near competitor; directly on highway to Rainier National Park, auto stage and railroad depot at door; aged owners retiring after comfortable income; will accept \$4,850 at one-third cash and balance arranged on profit, prospects with right parties, only original purchasers considered; this is an opportunity for immediate and assured profits deal.

**JIM CRISWALL**  
714 Market, Tacoma, Wash.

## Everyone Should Have a Bank Account

COMMERCIAL SAVINGS      INVESTMENT  
SAFE DEPOSIT

An Authorized Trust Company

We solicit the patronage of  
MILWAUKEE EMPLOYEES

Open a Savings Account Here  
and Add a Little Each Pay Day.  
GET THE SAVING HABIT

## Mercantile Trust & Savings Bank OF CHICAGO

Opposite the Union Station.

Jackson Boulevard and Clinton Street  
CHICAGO

A CLEARING HOUSE BANK

Agent Carl Osborne was in to see us a few days ago. Says the boy is fine.

Mr. T. W. Proctor, assistant freight traffic manager, recently paid Des Moines a visit.

## Tacoma District Accounting Bureau

K. M. O., Broadcasting

MARCH 18 Mrs. Byram visited Tacoma and all Milwaukee employes and their families were invited to hear her in the Scottish Rite Cathedral.

Mrs. Byram gave a very interesting talk and with her charming personality made many new friends on this visit. At the close of the meeting refreshments were served. Preceding the reception a banquet was given in her honor at the Winthrop Hotel.

Saturday evening, March 16, the Women's Club met at the company station to enjoy a basket social and cards. Honors went to Mrs. H. J. McMahon and Mr. H. E. Jones. Mr. Jones remarked, whose prize was several pairs of hosiery, that was the most sensible favor he had ever won. This is merely a tip for future card parties.

The March luncheon of the M. W. C. had the largest turnout so far, and this was no doubt due to the fact that men who were honorary members were privileged to attend, there were four brave men, but no doubt there will be many more the next time, especially when they hear what good "eats" are served. There were more girls, too, probably because of the chauffeurs.

Our friend Jack Desmond, of the roadmaster's office, visited us recently, and to add to his good looks he has a full grown moustache, no foolin', it really is becoming, and he looks as dignified as our own Harry Hatch. We heard he was going to Hollywood, but then that might be only a rumor.

We are glad to report the arrival of Rosemary at the home of Mr. and Mrs. Milton Richmond. Mrs. Richmond was formerly computer operator in this office. Congratulations.

Mr. Walter Evans visited our office March 15, we are always glad to see you, "Walt."

The Car Department are going to have a lovely garden this summer and we hope they won't put up a sign "no trespassing."

March 28 the B. A. R. E. entertained over 300 members and families at a dinner, moving pictures and dance, at the new Odd Fellows Temple, which was greatly enjoyed. No doubt their social gatherings in the future will have a larger turnout.

Ruth Rundle bought her Easter bonnet in Seattle—or was it bonnets?

The B. of R. C. are planning a "friendly" dance, May 10, in the Roof Garden of the New Masonic Temple, and we hope that all our members and friends will endeavor to boost this dance in order that we may have other affairs during the year and not only the annual dance at Christmas time. Let's go. The following are in charge of the affair: A. E. Long, Florence Hall, Daisy Webb, Rose Lindquist, Ann Johnson, Rosemary Sullivan and Millie Anderson.

Ann, Ruth, Rose and friends motored to Seattle, April 4, to take in "The Desert Song," at the Metropolitan Theater, and reported it the best ever, so when the show comes to Tacoma, the latter part of April, all the Milwaukee girls will see it at the new Heilig.

Dorothy Bell, daughter of our chief time-keeper, is on the honor roll at Lincoln High, and no doubt "Guy" is very proud of her, we're just wondering which side of the family she inherited this trait.

Did you read the article about our mutual friend "Dick Wende, in the April Magazine, under Coast Division news? So did we.

Mrs. Forest C. Mason, wife of our A. F. E. Accountant, went to Willmar, Minn., the latter part of March on account of the illness of her mother.

The many friends of Alice Furro Wyllow now residing in Long Beach, Calif., will be glad to learn of her visit during June and July on Puget Sound. Alice was one of the popular girls of the superintendent's office.

When you want to see beautiful mountains,

Reaching to the sky,  
Take a trip on the "Olympian";  
It will be pleasing to the eye.

From the shores of Lake Superior  
To the shores of Puget Sound,  
An everchanging panorama  
Of beauty will be found.

So come on, folks, get your bags;  
We must be on our way.

And when this trip is over,  
You will always say:

"I took a trip on the Milwaukee  
From Chicago to the West,  
And of all my traveling and meandering  
This trip was the best.

"The meals were good, as they would be,  
On this palatial train,  
And all attempts to beat the service  
Would utterly be in vain.

"So when you want to take a trip  
My advice will be:  
Ride the fast 'Olympian'  
On the Milwaukee."

## Dubuque Shops Jingles

"Oosie"

SYMPATHY is extended to Mrs. Fay King, wife of our assistant general foreman at Dubuque Shops, whose father passed away at his home in Sabula, Iowa, on April 13. Expression of sympathy also goes to the family of Bruno Stabeno, employed at Dubuque Shops for a period of ten years, who passed away in Chicago recently.

We are all puffed up over the decision made by the Committee of Judges on Dubuque-Made-Products at their exhibition, held at the Dubuque Chamber of Commerce last week.

Our Dubuque-Made caboose and miniature engine, symbolizing the work done at our Dubuque Shops, won the silver cup for this year.

Shop representatives acting on the committee were: John Muir, Frank Taylor, Ernest Buchet and George Glassner.

Dubuque Shops also made a very favorable showing in the "Community Chest" drive which was put on in our city recently; the employes co-operated in such a manner that they were cited as having the true Milwaukee spirit and being a great asset to the city in which they live.

We have had two brand new little mechanics added to our list during the past few weeks. They probably won't be on the payroll for maybe 16 years or so, but anyway, Boilermaker Frank Berwanger and Machinist Clem Ward are mighty proud of their new sons.

With his "Monarch of all I survey" glance, Master Mechanic Mullen caught a glimpse of the beautiful Mississippi from our office building window the other day; this was due to the "clean-up" recently staged after the severe weather.

While Yardmaster Wilkinson has had his new Essex a few weeks, the world in general hasn't been advised of it as yet (until now). The Keneficks went and did it—

Bought a spiffy brand-new car;  
Smithsonian Institute got the old one;  
They'll preserve each scratch and scar!

You lika the wall paper ona the wall,

Put on by the amateur guys?  
You think they not know how to slappa it on,  
That to that big game they not wise?  
Loo Howell, he finda the big job to do;  
Harry Benzer, he finda the same;  
They paper their houses—the gooda the job,  
And finda it easy and tame.  
Now they putta the shingle outside of the door;  
It saya we knowa the biz.

Bring on all your paper and watcha de boys—  
The peachiest slappers what is!  
(This is not a paid adv.)

Few people are aware that Dubuque has one of the foremost rabbit farms or rabbitries, to be exact, in this section of the state.

Mr. George Glassner, chairman of the Board of Directors of the Tri-State Rabbit and Cavy Breeders Association and owner of this rabbitry, is a congenial pipeman employed at this point, a staunch supporter and enthusiast in the rabbit industry, in this locality.

Mr. Glassner devotes a good share of his spare time to the proper care and development of his rabbits; an industry, if we may call it such, which has made rapid strides in the past few years. While there is much of interest in breeding stock, a great deal of emphasis, however, is being placed on commercial production.

The rabbit lives up to its reputation as a multiplier which will prove itself, if one is fortunate enough to have the privilege and opportunity of visiting Mr. Glassner's rabbitry. From a commercial standpoint, reports show that between sixty or seventy per cent of the fur coats in the United States are made of rabbit skins. These of course are not the ordinary bunnies or cottontails, but Belgian hares, chinchillas, giants and many other varieties that may be raised with comparative ease on a small acreage or in a back yard of reasonable dimensions.

## Electric Flashes from Deer Lodge and the West Rocky Mountain Division

By "Willie"

WM. ROBINSON and family have returned from California, where they visited relatives for a couple weeks.

Mr. J. T. Josephson has returned from California after a two weeks' vacation. Mrs. Josephson and the children will remain there until about the first of May.

Mr. and Mrs. J. E. Pears visited for ten days in Spokane with relatives.

Carl Pepper of the Deer Lodge Shops force visited with his grandchildren and daughter-in-law in Seattle, first part of April.

C. A. Olsen was called to Wisconsin on account of the sudden death of his father.

Yardmaster Husaboe, at Avery, is in the Spokane Hospital, on account of a serious operation. Last reports are that he is doing fine. Jack Lacy, of Deer Lodge Yard, is taking his place as yardmaster while Earl is in the hospital.

J. P. Phelan spent a couple of weeks in California visiting relatives.

Quite a number of the Milwaukee families of Deer Lodge were represented in the District Music Meet by the high schools of that district. They won six first places out of a possible eight, and one second place at Butte. At the State Meet they did not win so many points, but came home with two medals, one first and one second. The first was a silver cup won by Miss Bernice Beaumont in the soprano solo, and the second a silver medal by Walter Pratt in the baritone solo. All of the numbers were accompanied by Miss Nellie Flinn, daugh-

ter of Conductor and Mrs. R. L. Flinn. All winners are besieged now by offers from radio program sponsors and also Ziegfeld of the Follies fame.

C. C. Fields has a smile that won't come off until he has to start walking the floor with that new son, born April 9. This is the second child. Now for the cigars and then we will congratulate.

We are all glad to see Connie Evans back to work after a siege of sickness in a Tacoma Hospital. That's the reason why the 10307 finally went out of shop.

Wonder what Carl Wagner, Carl Zur Muehlin, Ed Nichols, John Coey and Robert Dumont were doing in Butte one Sunday recently.

Word has been received here of the marriage of Ruth Walsh, daughter of M. J. Walsh, dispatcher, to Daniel Murphy, in Los Angeles, on April 1. They will make their home in Los Angeles. The best wishes of the Rocky Mountain Division are extended to the young couple.

Carl Applegate, for years a machinist helper in Deer Lodge Shops, passed away at the home of his daughter, Mrs. Earl Shiplett, last month. The sympathy of Deer Lodge employes is extended to the family.

Miss Ann Goldie has returned to her old desk as chief timekeeper in the superintendent's office. This time we hope she stays.

Quite a number of "Deer Lodgers" have returned from California, but if they used good judgment, I believe they would have stayed another month. Among them: Mr. and Mrs. J. W. Hurst, Mr. and Mrs. Wm. Robinson and family, Mr. and Mrs. Lee McElwain.

Mr. and Mrs. W. W. Black who have been making their home in Spokane, have returned to Deer Lodge to live. Mr. Black is back at his old post as yardmaster.

Mrs. P. L. Kirwan spent the first week-end of April visiting Mr. and Mrs. Bill O'Reilly, former Deer Lodge residents, in Spokane.

Would appreciate it very much if someone will tell us why Tony Byrne is always running down to Missoula and missing his turn.

## Iowa (East) Division and Calmar Line

*J. T. Raymond*

**W**. N. FOSTER accompanied his daughter, Miss June Foster, from Marion to Fresno, Calif., where she was married to Clarence Haas, April 2. The newly wed couple will reside at Fresno. Mr. Foster returned to Marion, April 11.

H. B. Christianson, of Sioux City, succeeds E. L. Sinclair (deceased), as division engineer at Marion. Mr. Christianson formerly resided in Marion and his return is highly pleasing to many friends on the division.

F. B. Peters, of the district engineers' office, of Chicago, has been transferred to the Marion office.

Mr. and Mrs. L. R. Curtis and Mr. and Mrs. Bert Klumph have returned to Marion after an extended stay in California.

Easter Sunday, a severe sleet storm caused the breaking of many telegraph wires and poles on Calmar line and Eastern Division. John Light came to Marion and directed gangs of linemen in restoring service to normal.

Sympathy of friends on the division is extended to Conductor D. G. Hickey and family, on account of their bereavement through the death of Mr. Hickey's mother, who passed away at Van Horne, April 1, in her ninety-fifth year.

Agent John Maloney spent ten days at Excelsior Springs, the latter part of March, recuperating. E. F. Clausen acted as relief agent at Sabula in his absence.

Operator B. F. Haffner, of Sabula, was operated on at a Chicago hospital, April 5.

Mr. and Mrs. J. H. Foster visited a few days at Marion with relatives. They were en route from Mineral Springs, Texas, after an enjoyable vacation, to their home in Minneapolis.

Superintendent B. F. Hoehn, of Wausau, visited in Marion and vicinity a few days, early in April. Mr. Hoehn was formerly located at Marion and received a warm greeting from many old friends.

General Superintendent E. W. Lollis spent several days at Marion and on the Iowa Division early in April, Superintendent Elder accompanying him.

W. E. Cooper, of Marion, was called to Sterling, Colo., to visit his brother, who suffered a stroke, April 6, and passed away April 11. He was chief dispatcher for the C. B. & Q. Railway at that place. Friends on the division extend sympathy to Mr. Cooper and family in their bereavement.

Mr. and Mrs. George E. Engstrom and family, of Chicago, were called to Marion on account of the illness and death of Mr. Engstrom's mother, Mrs. John Engstrom. The funeral services were held at Marion, March 25. The Engstrom family have resided in Marion for a long period of time and have many friends on the division who deeply sympathize with the family in the loss they have sustained.

Engineer Frank Morgan, of Dubuque, while enroute from Nahant to Dubuque, on No. 78, had four fingers crushed in operating the sanders on his engine at Davenport, was unable to proceed with the train and was taken to the hospital for treatment.

Engineer Milo Dillon, of Perry, was a Marion visitor April 6, enroute to Excelsior Springs. We understand that Milo intends to retire from the service soon.

Agent H. E. Seeley, of Greeley, was off duty for a couple weeks on account of illness. L. G. Ireland relieved him.

Conductor L. E. Peckosh spent the 11th and 12th in Omaha, visiting his sister, who just recently underwent a serious operation.

The Magazine extends congratulations to Mr. and Mrs. H. W. Orvis, on the arrival of a seven and three-quarter-pound girl, Diana Jean, April 7, 1929.

Conductor Charlie Izer who has been off duty for several weeks on account of ill health, resumed work as brakeman on the north end way-freight.

Train Baggage-man F. A. Dougherty has taken a six months' leave of absence and is trying his hand at running a dray line in Monticello. Newell Hayes has bid in the temporary vacancy on the Cedar Rapids-Calmar passengers.

Train Baggage-man George Fenlon was off duty for several trips owing to the sudden death of his sister-in-law. She had been in poor health for several months, due to sleeping sickness, and had made her home with the Fenlons for some time. The Magazine extends sympathy to the bereaved family.

Brakeman Bruce Nichols is laying off on account of sickness, Brakeman G. W. Helms relieving on the Monticello-Oxford Junction turn around.

Calmar Line Train Dispatcher R. C. Merrill was off duty a couple days due to a heavy cold, Relief Dispatcher E. E. Edwards, relieving.

## General Office, Chicago

*Vila*

**F**RRIENDS of Page Roberts, who formerly worked in the Passenger Rate Department for several years, will be interested to know that Page ended his hours of single bliss at 5:30 P. M., April 13, having been joined in the holy bonds of matrimony.

Willis Munson spent the second and third weeks of April on his annual vacation in the Michigan woods.

The friends of Bill Wallace wish to congratulate him upon his promotion to the position of city passenger agent, in Chicago, effective April 16. Good luck, Bill, and here's hoping that you get us a lot of business.

Mr. Orville Silvernail, of the Engineering Department, has been seriously ill for the past three weeks in the South Shore Hospital, where he has undergone two operations. He has the best wishes of all his friends for a speedy recovery.

Wedding bells have started to ring in the Transportation Department. Marge Pedersen was married February 21 to Mr. Roy Creutzberg and they are now honeymooning in California. Best wishes are extended to Marge and Roy.

Esther Dierenfeld is now on a leave of absence and from all indications the wedding

# PREVENT CLAIMS

REFRIGERATOR CARS furnished under contract to the C. M. St. P. & P. R. R. Company are all equipped with ice pans and drains easily accessible for cleaning.

Straw and other refuse can readily be removed from around the drains through the opening at the bottom of the bulkhead, and drain pipes can easily be cleaned from the outside of the car.

CLEAN PANS and OPEN DRAIN PIPES allow free passage of water to outside of car, preventing flooded floors, and reducing the hazard of spoilage with resultant claims.

**UNION REFRIGERATOR TRANSIT CO.**

bells will toll again in June. How about it, Esther?

What's the matter Don, Peg, Sally, Lora, Mary, Marilyn? You're on the matrimonial list? Eh! What?

Vacations are in order! Wilbur McPherson and wife are in Boston; Emmy DeLong is vacationing in Pittsburgh, and Don Aylward has bought a new car so he can see the sights in Wausaukee.

May Carey spent a week end in Detroit visiting her brother. Peg Brandt, Mildred Nelson, Melvina Stahl and Lora Franzen also spent a week-end recently in Kansas City. Looks like there is added attractions outside of Chicago.

We need a Philadelphia lawyer to keep tab of our new employes. Margaret Allen, Anna Ott, Sidney Gracer and Konrad Hagen have been added to the list.

Our good friend Jim Nolan has left the service and is now working for the Southern Pacific as Assistant Eastern Car Service Agent.

We say good-bye with good wishes true, To our friend Mr. Nolan all luck to you.

Long coiffures are apparently out of vogue. Lora Franzen is wearing a short bob again. What has become of the old-fashioned girl? Sally and Marilyn confer.

## Rail Rumbblings from St. Paul

Allen

**Y**ES, we are now members of the Milwaukee Railroad Women's Club.

Mr. Graven cornered the whole gang of us the other noon hour, and then introduced us to Mrs. E. H. Bannon and Mrs. M. J. Gruber.

After Mrs. Bannon delivered the nicest little address we ever had the pleasure of hearing any lady give, we all more than willingly signed on the dotted line, it being a privilege as well as a pleasure to do so.

Mrs. Gruber was real busy for quite a while filling in membership cards.

And you should have seen the way St. Paul turned out to that club's dance at Minneapolis the other evening.

We understand the next dance will be held in St. Paul.

At this writing the Eighth Annual Milwaukee Employes' Bowling Tournament is going full blast at Minneapolis and some of the St. Paul boys turned in very good scores, especially Messrs. Monge, Pfeifer, Grady, Schiesel. As for mine it was terrible.

Frank Warner, of the expense desk, will no doubt make several contributions to the city in the near future, in payment for tags placed on a car which he purchased recently, until he gets hip to all the new regulations, etc. Have you it well insured, Frank?

Sullivan's fresh air taxi has a new spring coating. Oh, Boy.

Bork and Soler polished up their boats too.

## Illinois Division

M. J. S.

**T**HE marriage of Vernon Lahre, machinist, Savanna roundhouse, and Miss Lucille Lease, of Savanna, occurred March 16, at 5:30 P. M. The couple were attended by Miss Ila Lease, sister of the bride, and Mr. Frank Brown, a friend of the groom. After an extended wedding trip the newlyweds returned to Savanna to take up their residence in a newly furnished apartment. Heartiest congratulations are extended to "Lucille and Vernon."

Roy Newell, pipe fitter, Savanna roundhouse, and wife celebrated their silver wedding anniversary March 17, when a surprise party was tendered them by several uninvited guests. Mr. and Mrs. Newell were presented with a beautiful piece of silver in remembrance of the occa-

sion. Amy Shepherd, of Savanna, and Roy Newell, of Mt. Carroll, were united in marriage at Mt. Carroll, March 18, 1904. Mr. Newell has been in the employ of the company for several years, and they have made Savanna their home since the time of their marriage.

A number of C. & N. W. passenger trains were detoured through Savanna, March 19, on account of the high water conditions at Cedar Rapids and Tama.

Lester Layton, receiving clerk, Davenport freight office, and Mrs. Layton went to St. Paul, Minn., April 12, to attend the funeral of a relative. Sympathy is extended.

Mrs. Hattie Thomas, widow of deceased Engineer B. J. Thomas, who has been spending the winter at Santa Ana, California, with her daughter, returned to her home in Rockford, April 1.

The desks in the Timekeeping Department, at the superintendent's office, have been changed around again, and "Bill" says we will have to go "on a diet" to get through the narrow passageway. Have to "go easy" we all know that—or we'll get stuck "smilin' through."

Deepest sympathy is extended to Engine Foreman Carroll Richardson, of Davenport, account of the death of his mother, April 12. Funeral services were held at Davenport, April 15.

Roadmaster O'Connor brings home the good news of eleven Women's Club memberships sold, but says he did not get the money!

Mrs. Anna Bahne, enginemen's timekeeper at Savanna, superintendent's office, returned to Savanna recently, after a three months' leave of absence spent in Seattle, Wash. Mrs. Bahne has resigned her position as timekeeper, and expects to make her future home at Seattle, where her two daughters reside. Mrs. Bahne served in the capacity of timekeeper for about ten years. Miss Lillian Crowley, daughter of Engineer M. Crowley, is the new enginemen's timekeeper, filling the vacancy of Mrs. Bahne.

Wm. Sheetz, gang foreman, Savanna roundhouse, and wife, and Miss Doris Calehan, file clerk, superintendent's office, attended the Masonic Passion Play at Bloomington, Illinois, Sunday, April 14.

The sudden death of Conductor Clifford Dow was a shock to his many friends and co-workers. Conductor Dow was instantly killed about 7:00 A. M., April 5, at Northwestern Bridge at Bensenville, while crew were putting their caboose away after having made a trip to the stock yards. Conductor Dow worked on the stock yards run for a number of years. He entered the employ of the company March 1, 1892, and was promoted to conductor, October 24, 1895. He served the company faithfully and conscientiously up to the time of his death. He is survived by his wife and one daughter, Josephine, and other relatives. Funeral services were held April 8, and largely attended by Illinois Division and Chicago Terminal Train and Enginemen. Interment was made in Mount Carmel Cemetery. Deepest sympathy is extended.

Chief Caller Richerson is again on duty at Bensenville roundhouse, having been absent from his post, March 23 to April 15, on account of an operation performed on his eye.

About the most raised question in the superintendent's office is, "Who's got the key," and it isn't always Delia who has it in her smock pocket, either.

The date of April 2, stands out on our office calendar as an eventful one. At 7:00 A. M., on a bright and fair morning, at the Savanna Catholic Church, occurred the marriage of Anthony Novak, trainmaster's clerk, and Miss

Clarice Coates, of Savanna. They were attended by Miss Catherine Coates, sister of the bride, and Mr. Joe Novak, a brother of the groom, from Joliet, Ill. A wedding breakfast was served at the home of the bride's parents. Car Department Coachman Gilbert Coates and wife. The newlyweds left on No. 20 for Chicago and Joliet, and took a further honeymoon trip to Omaha, Neb. They returned to Savanna, April 12, and are at present residing with the bride's parents. A beautiful clock was presented to the new bride and groom from the superintendent's office force.

The Bunted and Brown Beauties passed around on the eventful occasion were greatly enjoyed by the office bunch. Congratulations and best wishes are extended to "Tony and Clarice," for a long and happy wedded life.

John Bensen, machinist, Savanna roundhouse, is at the present writing in Savanna City Hospital on account of an operation performed a few days ago. It is hoped for his speedy recovery.

Parents of ye Scribe, Mr. and Mrs. J. L. Johnson, of Savanna, have just returned from the Rio Grande Valley of Texas, having spent the winter at Lyford, Texas.

Clara kissed the bridegroom, but Lola got the "best man." Wedding reminiscences? Oh, you April 2.

## "Broadcasting from WGC"

(8,000 kilometers—any amount of wave lengths marcelled).

**B**ILL CLERK CHAS. WILSON is very sick at the present writing.

Engine Foreman W. F. Brose has returned to his duties after a prolonged siege of lumbago.

Box Packer Andrew Kuhn has announced his candidacy for alderman-at-large—Andrew is a capable man and is confident of victory at the polls. He says he will eliminate the vehicle tax, which he claims is being assessed unjustly.

Switchman Bert Follett received two votes in the recent election for constable. It is too bad that Bert did not get the right men behind him.

They do say that Clinton, Iowa, is the best place to buy pickles, if you don't believe it, get on the "Q" passenger next Saturday evening.

Switchman Lon Sartwell was again victorious in the school election held Saturday, April 13, in Chestnut Park.

Mr. D. Swanson, Switchman, Savanna Yard, had several teeth extracted at Sabula a few evenings ago. Understand he did not take any gas.

Switchmen C. Jensen and D. D. Kennedy, have returned from Excelsior Springs, Mo., where they have been for some time in the interest of their health.

Switchmen Geo. Lartz, Delbert Swanson, and Brakeman Kosher have engaged private club house at Sabula. They have quite a few pet animals in the club house which help to entertain the boys immensely.

Caller Howard Henninger is the proud owner of a new second-hand "Chevvy" touring car. He says he needs it to get the derrick crews around quicker. No girls are allowed in said boat.

Chief Caller J. McGrail has not decided yet just when and where she will spend her vacation.

Switchman Guy Manson, who was injured the first part of February, is getting along as well as can be expected.

Switchman A. C. Christensen is laid up with an injured hand.

New locks have been placed on all the doors in Yard "A" office, something that has been badly needed for some time.

Switchman Bert Follett and his harmonica are again in evidence.

When spring comes a young man's fancy turns to love, but Mr. Geo. Correll, bill clerk, advises that his Ford car is for use of gentlemen only.

Engine Foreman Sherm Correll, Jr., was seen on the streets of Hanover recently.

### Freight News

**H**UFFY has another increase in his family. No, not guinea pigs this time—canaries.

We are glad to report at this writing that George's father is now gaining in strength every day.

Wanted: Someone to explain the different kinds of furniture to grandpa. He gets so puzzled when he finds a new kind that he has to examine it.

Business is pretty good at the Freight Office when it comes to cars. A. J. R. is sporting a new Studebaker and Rusty has an Erskine.

If Mike Crowley wasn't so over-grown, Millie would have a better showing. As it is, she is nearly out of luck. Never mind, Millie, some day you'll be a big girl.

Mickey can't understand why it is that Nelle can always slap his face. Eat a little more, Mickey, and you'll grow big, too.

### Twin City Terminals

Mac

**M**R. W. D. CARRICK, general baggage agent from Milwaukee, Wis., with Mrs. Carrick, spent a few days in Minneapolis last month. They were on their way to the coast.

Mr. Edw. Ambley, Milwaukee depot ticket office, was promoted to the position of solicitor at St. Paul. Best wishes of his friends for his success go with him.

Yard Clerk Edw. Flaherty is the proud father of twins. We would be pleased to have them as callers at the local freight in the near future. How about it, Ed?

Edward Rohers is back on the car record desk in the local freight.

Archie Benolkin, bill clerk, local freight, is sporting a brand new brown Ford. We think it is brand new as we understand a three-year-old Ford passed him up on the highway Sunday, April 14.

Tiny Ouman, Police Department, spent the week-end last month visiting at Aberdeen.

Ruth Lindgren, stenographer in the Police Department, is proud of a brand new desk that has been installed for her.

Lieut. O'Neil managed to take a trip out in the country and return without any casualties with his tin Lizzie.

Understand Sergeant McLearn is going to invest in a new car. Possibly a Packard.

The telephone girls received three nice new chairs to take the place of the grandmother rockers they have had at the board for the past many years.

Mr. John Dougherty spent a couple of weeks at Excelsior Springs last month.

Social Worker: I won't take but a minute of your time. What we wish to do is establish rest periods in all business houses.

Boss: Sorry, but the help has beat you to it.

Foster Lobdell Johnson Company (Individual lady hand holders.) Report Janet Gruber, recording secretary, Twin City Chapter of the Milwaukee Railroad Women's Club. Mailed all notices for the Monday, April 8th meeting on April 6, except the notices to the above firm. Notice of meeting received by them was post-marked April 9. Reason, perhaps—spring style revue, followed the musical program?

### Coast Division

C. C. C.

**A**CCORDING to a recent issue of the Miles City Daily Star, our chief dispatcher, T.

E. Corbett, succeeded in capturing the prize of \$20.00 offered by the Custer Rod and Gun Club of Miles City, for the most appropriate name for the fish cultural pond at Ft. Keogh. The contest, which was run a month, during which several hundred names were suggested, created quite a lot of interest in Miles City, the name "Lake-Garberson" suggested by Mr. Corbett, being selected by the judges of the contest as the most appropriate.

The naming of the pond was the climax to the annual banquet of the Custer Rod and Gun Club, and which was attended by about one hundred and fifty members and their friends. The name Garberson was chosen in honor of Dr. Garberson, a very prominent and widely known surgeon of Miles City, who has done much for the promotion of field sports in eastern Montana. The prize money won by Mr. Corbett was at his request turned over to the Sunshine camp fund, which the Rotary Club of Miles City is sponsoring for the purpose of establishing a Sunshine camp in the Pine Hills east of Miles City, for underprivileged girls. Mr. Corbett was highly complimented for his generosity in turning the money over to this worthy cause.

Frank Buchanan, traveling engineer on the Coast Division, and Mrs. Buchanan, left May 1 for a five months' trip abroad, visiting England, France and Rome. If time permits they expect to tour Siberia, where during the uprising, Mr. Buchanan was a major in the American Expeditionary Forces. We wish them a pleasant journey and a safe return.

A joint Safety First meeting of the Coast and Idaho Divisions was held at Othello, April 3. There was a large attendance of employes, the superintendent of the Othello schools, as well as a number of the teachers, together with local merchants, attended and were prompt in responding to short talks. After the meeting adjourned a dance and supper, sponsored by the Othello Golf Club, was held in the same hall, and the large number attending, with their wives, all expressed themselves as having a very enjoyable time at both the Safety First meeting and the dance. The division officers considered the meeting a great success and many of the employes expressed themselves in a favorable manner by wishing we might hold more of these joint meetings.

Carl Tveter, depot ticket clerk, with Mrs. Tveter, have returned from an enjoyable vacation trip spent in Southern California.

Engineer C. M. Slightam was commended by Superintendent Devlin for alertness in discovering a rock slide, the morning of March 15, and brought his train to a stop before any damage was done.

The ever popular "Dick" Wende is again a hero. When word was sent out that Extra Gang Foreman Ben Hiddleston was seriously ill at St. Joseph's Hospital, Tacoma, and was in need of a blood transfusion, it was to "Dick" the doctors turned for the necessary "Royal Blood." We are glad to report Mr. Hiddleston rallied after the operation and is well on the road to recovery.

O. E. Nash, towerman at Black River, received commendation from Mr. F. R. Bartles, superintendent of the Northern Pacific Ry., for his alertness in discovering a bolt had fallen down in their crossover causing switch point to be open. He quickly removed same causing switch point to go back to normal position. His quickness of thought probably saved the Northern Pacific a bad derailment as they had a special banana train due at the time Mr. Nash discovered the bolt.

Conductor H. R. Freeman was commended by Superintendent Devlin for discovering broken rail one-half mile east of Woldale, on April 8, reporting same to section foreman, thus avoiding a possible accident.

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Conductor H. W. Wilson left recently for Los Angeles to visit his sons, and to accompany Mrs. Wilson back to her home in Tacoma, after a winter spent in California. We are happy to report Mrs. Wilson's health much improved.

Sympathy is extended to J. C. Hazelbauer, Conductor Cle Elum, in the death of Mrs. Hazelbauer, which occurred at Rochester, Minn., February 26. Burial was at Edmore, N. D.

To Mrs. S. S. Morris and children, sincerest sympathy is sent, in the death of Mr. Morris, which occurred at his home at Frederickson, April 1, following a stroke of paralysis. Mr. Morris had been in the employ of this company twenty years, and was agent at North Bend from the time the station was opened until it was closed, January 1, 1927, since that time Mr. Morris has been located at Frederickson.

### Not About that Hero, Paul Revere

THE following is dedicated to Mr. S. C. Whitmore, dispatcher on the Coast Division.

During the last cold spell ice gathered on an overhanging ledge at McClellan's Butte. The condition was really serious, as there was a probability of the ice breaking off and falling on passing trains. This ice was shot down by using Springfield army rifles in the hands of Mr. Whitmore, a friend of his from the Tacoma Rifle Club, and Roadmaster Lambert. About seven tons of ice was brought down within two hours and the dangerous situation was relieved.

Listen my friends, and you shall hear,  
No, it's not of that hero Paul Revere  
But of S. C. Whitmore, a rifleman bold  
Who does his stuff when the weather's cold.

From up in the mountains, came a call,  
If I don't get help, the ice will fall  
On McClellan's Butte, it's forming thick.  
This is Lambert speaking, send help quick.

If the ice comes down, on a train of cars  
They'll think they're hit by the Planet Mars  
It'll put them off, in an awful wreck  
And that isn't permitted, on the coast, by heck.

The ice hung high, there was little hope  
It couldn't be reached by ladder or rope.  
To hold a conference, they gathered the bunch  
Aha! said one, I have a hunch.

Out in the office, in the D. S. chair  
Sits a man who is a doer for fair.  
I've heard him tell, of the things he's done—  
Taking ice from that ledge, will just be fun.

They put the problem up to Sam:  
Says he, you've come right now to the proper  
man,  
I'll take it down, do it easy to boot  
It's nothing at all, to a man who can shoot.

So he dressed all up in his hunting gear  
Went up on the mountain, the day was clear  
Loaded his gun, said, "Gimme room,"  
Here's where that ice "Faws down and goes  
boom."

The rifles roared and volleyed and thundered  
All the crews on the mountainside wondered  
Then gathered around, to see the fun  
Sam sure was a wizard with a rifle gun.

His shells ran out, and he had to pause  
They looked at his work with oh's and ah's  
Said Sam, when I start to do my stuff  
I like 'em hard and I like 'em tough.

So now when the sand house stove is hot  
And the engine's standing on the spot  
There's a brand new story being told  
Of guns and ice and a rifleman bold.

### I. & M. Items E. H. K.

ENGINEER MIKE DAVEY is back on his run again after a severe illness, since last fall. Glad to see your smiling face again, Mike.

Conductor (Buck) Bloomfield is driving a new Pontiac. Buck says it is the only car for comfort.

Engineer Chas. Gilleece is back again after his winter vacation in California, where he met many old Austin friends.

Engineer Louis Johnson has returned from Florida. His first trip since returning was in a bad snow storm. Lou says next time he will wait until the winter is over before he comes back.

Mrs. Art Reilly, wife of Conductor Reilly passed away at St. Olaf's Hospital, after a short illness, April 10. Our heartfelt sympathy goes out to the bereaved family.

Roadmaster Bahr is having some work trains put on, in order to get his division in tip-top shape for the heavy gravel trains this summer.

Section Foreman Roy Damm, of Owatonna, made a round-about trip by auto to Blooming Prairie. He says the roads are a fright, but he had to get there. Some attraction! He says she knows how to cook a good meal anyway. Alright, Roy, you'll pass.

Conductor Chas. Hartssock is sporting a new Pontiac.

Engineer James Cain is back from his winter winter sojourn in Portland. While there he was busy getting up wood—having borrowed a GOOD horse—but it turned out to be balky. The only way he could handle the load was for Jim to ride the horse's back and hold him down to the rail. Next time he goes out he's going to have sand. Should judge he had sand enough this time from all reports. Let us have some more of your experiences, Jim.

Frank Deily, engineer, is the happy father of a baby girl born April 10. Congratulations, Frank.

Engineer Ed Draper, from the appearance of his mammoth aerial, must be going to put in a broadcasting station. Ed says he believes in getting above the static. Let us know how it works out, Ed.

I. & M. employes kindly send any items of interest to E. H. K., care of roundhouse at Austin, and I will gladly send them in.

### Fullerton Avenue Building

By A. M. D.

ON May 10, the Fullerton Avenue and Union Station Chapters of the Milwaukee Railroad Women's Club, will give their Third Annual Gallatin Gateway Ball, to be held at the Medinah Athletic Club Grand Ballroom. This club building has just been completed, and is one of the most modern and luxuriously furnished clubs in the country. "Benson's Red Coats" with Walter Eden conducting, will furnish the music.

O. Spinabelli, of the freight auditor's office, better known as Jimmy Chase in the fighting world, made it two straight by winning the Golden Gloves emblematic of the flyweight championship of the Tribune's second annual Inter-City Amateur Boxing Tourney with New York at Madison Square Garden, March 27. The fight was won by a decision after three lightly fought rounds with a Jewish lad born in Ireland, named Izzy Ryan. The fight proved tame in comparison with that of last year, when Jimmy was knocked down in the first round, but recovered sufficiently to win the last two rounds by a wide margin.

Chase has been boxing as an amateur for the last three years, representing the Belle Plaine A. C., and is considered one of the best flyweights developed in Chicago in years.

Walter Ducret, of the freight auditor's office, is the proud daddy of twins—a boy and girl.

This space has been especially reserved for the car accountant's office to serve the announcement of the arrival of a little girl at the home of Mr. and Mrs. Dudley Chandler, 814 South Maple Avenue, April 8.

The Reclaim Department feels particularly honored over the event and Dudley has apparently increased some in size while accepting the congratulations and passing out the cigars and chocolates to an unending stream of well wishers, and if our readers will pardon us, we should like to remark that what this country really needs is more little girls like Dudley's.

The statistician's office takes pride in announcing the acceptance of one of its employes in the exclusive 400 Club.

Ruth Dunn, of the freight auditor's office, was married April 13. She will hereafter be known as Mrs. Rammon.

On Thursday morning, April 4, Tom Gavin of ticket auditor's office, was discovered with several buttons missing from his vest. On investigation, it was found that Tom was a proud pater. The bowling team, looking for new talent, is believed to be making advances to the heir to the Gavin millions.

Frank Zapotocky, ticket's auditor's office, has been transferred temporarily to the Pullman Company, presumably to help name sleeping cars. We anticipate sleeping in car "Zapotocky" on the Pioneer Limited in the near future.

Mr. Semmlow, of the Advertising Department, will present a new set of pictures of the road at the next meeting of the Women's Club.

Promoter Ludwig arranged and conducted the Freight Auditor Employee's Special Car Party to the C. M. St. P. & P. Bowling Tournament at Minneapolis, in a most able manner. Not only was there perfect discipline, but the transportation was arranged in such a manner that the conductor was not delayed in making his collection.

Congratulations, E. A. L., your party was a big success.

E. A. Wayrowski surprised the party by telling how long he had switched cars before his present job. Ed, the only switching you ever did was on those three youngsters of yours.

Mr. L. R. Lynch, our erstwhile president of Local 991, together with his wife, accompanied the bowlers to Minneapolis and while there was entertained by friends.

Believe it or not, Monday morning a shortage of ties, which were later discovered neatly pressed in berth No. 9.

Marty Grant, our efficient office boy, with his bright red cap, stopped all motor traffic at Seven Corners.

### BOWLING NOTES

The final standing of the C. M. St. P. & P. Bowling League was as follows:

	Won	Lost
Aud. Station Accounts	55	29
Ass't Comptroller	54	30
Aud. Inv. and Jt. Fac.	49	35
Freight Auditor	48	36
Comptroller	46	38
Car Accountant	40	44
Ticket Auditor	25	59
Officers	19	65

### Individual Averages

	Games	Av.
Lange	81	195
Dale	78	194
Albright	84	188
Faus	66	188
Peters	81	183
Treskitt	84	182
O'Shea	81	181
Specht	78	180
Tobin	83	179
Peterson	84	177

**High Team Average, Three Games**—Comptroller, 2956; Auditor of Station Accounts, 2881; Assistant Comptroller, 2877.

**High Single Game**—Auditor Station Accounts, 1061; Auditor of Investment and Joint Facility, 1049; Assistant Comptroller, 1048.

**High Individual Average, Three Games**—Peterson, 695; Dale, 681.

**High Single Game**—Ramsey, 268; Dale, 266. Frank Dale, as usual, received the largest amount of prize money.

The C. M. St. P. & P. Bowling Tournament at Minneapolis proved to be a great drawing card for the Fullerton Avenue employees. Altogether, about one hundred, divided into two groups, made the trip, the first over the weekend of April 6 and 7, the other over April 13 and 14. Enthusiasm for the tournament in the freight auditor's office waxed so high that a party of the boys headed by Ed. Ludwig rented a private car and made the trip in style. Scores made were as follows:

#### Five-Man Team

Auditor Station Accounts	2728
Freight Auditor	2672
Car Accountant	2644
Ticket Auditor	2579
Interline No. 1	2434
Interline No. 2	2290

#### Doubles

Dale and Knoll	1253
Haedys and Becker	1138
Peterson and Hagert	1122
Specht and Stowell	1117
O'Shea and Peters	1092
Reinert and Woelffer	1080
Hettinger and Treskett	1063
Kulton and Ramsey	1060
Belter and Tobin	1054
Rumps and Votell	994
Healy and Weigref	993

#### Singles

Treskett	645	Kulton	529
O'Shea	644	Knoll	528
Tobin	602	Dale	521
Woelffer	590	Ramsey	516
Peters	578	Healy	507
Stowell	569	Weigref	505
Becker	559	Haedys	475
Reinert	547	Votell	474
Hagert	542	Rumps	459
Belter	532	Specht	457
Hettinger	531	Peterson	(Tired)

In the American Bowling Congress Tournament a team composed of F. Dale, E. J. Knoll, H. Treskett, F. Stowell and W. Faus rolled up a score of 2760.

The best this group could do in the doubles was—Dale and Knoll, 1092; and in the singles, Stowell, 570.

C. Lange, our photostat operator, rolled as lead-off man with the Sherman Dairy Team. This team piled up a nice score of 2884, which paid \$73.00.

Lange and Troubinich got 1184 in the doubles.

In the National Railway Bowling Tournament the Olympians, a team composed of C. Lange, F. Stowell, J. Dale, F. Dale and C. Albright, shot 2780. J. Dale and C. Lange rolled 654 and 638 in the singles.

### Aromas from the Cereal City

Ray

**ONE HUNDRED PER CENT**—no injuries in Cedar Rapids during the month of March.

If you are looking for a good way to spend the warm summer evenings, join Yard Clerk Frank Pirkel, as he has purchased a high-powered motor boat and will spend the summer motoring on the Cedar.

The athletic club is marshaling its forces preparing to organize their baseball team. They have again entered the City League, purchased new uniforms with the "Milwaukee" emblem on them and expect to put out an expert brand of baseball this season. Bert Jones will pilot the destinies of the team as bench manager, while L. Luke and C. Boehr will act as business managers.

Engineer C. L. Siddons is back on the job in the yard after several weeks' absence while at Indianapolis.

Carl Powers, our local humorist, springs a good one. He wants to know if a man injures his wooden leg if it will affect the percentage in the Safety First drive. No, Carl, make out a 142 report.

V. S. Rawson has accepted a position as chief clerk to Division Freight Agent J. L. Armstrong, Chicago, and left here April 21, to assume his new duties. Congratulations on the promotion.

### Northern Montana Division

Max

**WE** ran across the following fine tribute to the employees of the Track Department in the Erie Magazine, which is well worth publishing in ours.

"Travelers who journey by rail often think, as they look up at the great panting locomotives, how much they owe to the steady hand, quick eye and clear brain of the engineer, and they may give a passing thought to the caution and good judgment of the conductor. But so little are we influenced by the things that are unseen and do not directly touch us, that few ever stop to consider how completely their fate has been in the possession of those men whose duty it is to keep the roadbed in repair and provide against those trivial dangers which produce disasters."

We showed this clipping to a section foreman, who told us a pretty good story about a fellow foreman who called upon the master mechanic and made application for a position for his son, as he was desirous that he become an engineer. The master mechanic wondered why the foreman did not wish for his son to follow in his footsteps, as he had made good and was considered one of their best trackmen. The foreman replied, "It is just this way, my son is not very smart, so I thought I would make an engineer out of him."

The Northern Montana Division was well represented at the district meeting of the American Legion at Harlowton on March 26, when Superintendent Bowen put his business car at the disposal of the Lewistown delegation, which consisted of some thirty young business men. Those who went along to see that our friends were well looked after were: M. E. Randall, division freight and passenger agent; George Craig, traveling freight and passenger agent; E. B. Cornwell, chief dispatcher; A. C. Hohman, our popular rate clerk, who saw three years' service in France, and Mr. Bowen, who provided a nice lunch for the party upon their return after midnight. The party was well pleased with the arrangement made in the furnishing of the extra coach for the round trip and being able to return during the evening.

The marriage of A. T. Bowen and Miss Constance Leigh took place at the Rectory

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of the Episcopal Church, Easter eve, the Reverend George H. Hirst officiating. The young people were attended by Miss Loretta Hall and Chester Brew. After the ceremony a wedding dinner was served at the home of the groom, a small company of intimate friends being invited.

"Ted," as he is known by his many friends of the Milwaukee, is the eldest son of Superintendent A. C. Bowen, attended the Fergus County High School and finished at the Custer County High at Miles City; attended the University of Minnesota for a year and then took a business course. He was employed in various capacities on the Milwaukee, and then joined the forces of the Arro Refinery, leaving them some two years ago and being appointed to the responsible position of traffic manager for the Maple Leaf Refinery at Sweet Grass, Montana.

Miss Leigh was employed by the Arro Oil and Refining Company as private secretary to the manager, having held the position for seven years.

The young couple motored to their new home at Sweet Grass, Mont. on Easter day.

The many friends of W. D. Eggleston, one of our most faithful engineers, were shocked to learn of his sudden death, after an operation for appendicitis, at Great Falls, Mont., on March 16. His remains were taken to Dubuque, Iowa, for burial.

The ladies of the Milwaukee Women's Club gave another of their delightful parties on Monday evening. Bridge was played and a fine lunch served. There was a large attendance.

Mr. and Mrs. J. G. Campbell will leave shortly for several weeks' visit at Princeton, Ill.

H. B. Choller, who has been in the engine service on this division, has returned to the Rocky Mountain Division.

Mrs. L. M. Dyer, who has been visiting friends at Havre, Mont., returned to her home at Moore, Mont.

Mr. and Mrs. L. A. Gibbs have returned from Toledo, Ohio, where they were visiting for the past month.

Ike Harris, relief section foreman, left for Richland, Iowa, for a month's vacation.

D. Fiock and wife of Coffee Creek, Mont., will leave for Chicago in a few days. "Dell" has been very faithful as agent at that point and has done a good job of getting business across the country to our line.

George T. Hovde has gone to Seattle, Wash., where he will remain until business gets better on the Northern Montana Division.

Miss Esther Humphrey, the accomplished daughter of Mr. and Mrs. T. J. Humphrey, of Hilger, Mont., is visiting friends at the State University at Missoula.

Mr. and Mrs. Hugh McCarthy of Great Falls, Mont., left for Madison, Wis., for a short visit with relatives.

Mrs. W. J. Retallick, former president of the Milwaukee Women's Club of Lewistown, is visiting with her sister at Aberdeen, S. D.

Miss Jean Hutchinson succeeds Mrs. Janet Aurgensinger as stenographer at the freight office at Lewistown.

Your correspondent left for a short visit to his former home in Illinois, last month just when he should have been sending in the notes from this division, hence nothing from Max in the March issue.

## Splinters from the Wooden Shoe

*Brownie*

WELL, we thought we were all through with old man Winter but have to change our mind. Had one of the worst snow storms of the year on Easter Sunday, that all left and again the other day we had another snow storm. We wonder if it will ever be summer again.

We were all sorry to hear of the death of Conductor Fred Beach, due to pneumonia. Mr. Beach was one of our oldest conductors and was well known along the line, having run on passenger for a good many years. Our sympathy is extended to his family.

Vernon Maes has blossomed out with a new Chevrolet and also understand that he likes to see the police justice regarding a few things along the line of speeding—don't get us wrong—it was not done with the Chevrolet. He tried to make the police department believe that we should have the same speed limit in the city of Green Bay as they have in Chicago, but they could not see it that way.

The Safety First work on the Superior Division for the months of March and so far in April has been very good and we are all glad to have the co-operation that is necessary from the men to attain such a record as we did in the month of March, there being no reportable or lost-time injuries. The Car Department is still keeping the 100 per cent record for the year so far and we hope to see them continue on through the entire year with this 100 per cent mark. The paper which they publish each Monday along the lines of Safety First is very interesting and everyone looks forward to Monday when they received their little paper, and it has stirred up a great deal of enthusiasm among the men in practicing Safety First.

Well, it is too bad, but Eddie Allard is now among the number of spring lovers that the wedding bells will ring for soon, at least we saw him showing someone a very beautiful diamond ring the other day and we think it looks bad for Ed. Congratulations.

From the silence of the men that went to Minneapolis to bowl it is evident that they did not do very much. We haven't been able to get a word out of anyone and we believe that

if they had done anything at all we would have heard something, as it is not natural for them to keep silent when they do something good. What was the trouble?

We understand that Joe Behrendsen of the Store Department believes in the Easter bunny for sure now, as on Easter morning he reports the arrival of a baby boy. Congratulations.

The day of the awful storm, Easter Monday, we understand there was a noonday bridge-luncheon at the Car Department. The luncheon consisted mostly of sardines and crackers, and we understand there was some very wonderful display of bridge and the farmers lost. Now we know where to go to get pointers on bridge playing.

We always knew that Chris Beck was a sailor but never knew he was an admiral until we saw him going to lodge the other night in full dress.

John Dinwoodie, our genial chief dispatcher at Green Bay, attended a prize fight at the Columbus Club recently, principally to cheer for his protegee, Jos. Kubiak, the hard egg from Pulaski. Everything was going good in John's favor up to the fourth round when Kubiak was sprawled on the mat by two straight lefts on the kisser. John fainted at the same time that Kubiak hit the mat and while they were dragging Kubiak to his corner Ballard and Sullivan were carrying John out, who had been overcome from the sight of the river of gore running on the mat, which had emanated from Kubiak's countenance. Now John figures on taking Kubiak on for a few rounds himself.

We are in receipt of a communication from Operator Fillion at De Pere, that Section Foreman Mike Marshall, who has been in the service 47 continuous years, has never sustained an injury to himself or any member of his crew during that period. This is an enviable record and is a mark to shoot at by other men engaged in the same class of work.

The first boatload of automobiles moving from Detroit to Green Bay en route, via rail to western points, entered the Green Bay Harbor, Monday, April 8. Fourteen carloads routed via our line. This is new business acquired in the fall of 1928 and we are looking forward to a heavy season in 1929.

The ore season started on Thursday, April 11, with prospects for bigger movement of ore during this season than during the past several years, which is good news to all the Superior Division boys.

### 50 Years of Service

Mr. Chas. Borodin,  
Foreman—Paint Mixing Room,

April 6, 1929.

Mr. Jensen has informed me that on Monday, April 8, you will have finished your fiftieth year in company service.

I cannot interpret your thoughts or imagine your feelings on your service date anniversary, but my feeling is that the Milwaukee Road has been fortunate in being able to induce you to stay with us all these years. On the other hand, you have been exceedingly fortunate in possessing health and strength all these years to so efficiently perform your duties as Mr. Jensen has advised me.

I take this opportunity, on behalf of the Milwaukee Road, to express our deep appreciation for your faithful service. I sincerely trust that we will have the privilege to work together for many years to come.

With kindest regards, I am  
Sincerely yours,

K. P. NYSTROM.

Gustav Specker, 82 years old, 2445 Vliet Street, died April 4, 1929, at 5:00 P. M. Funeral from Jung Funeral Parlors, April 6, at 2:30 P. M. He worked for the railroad all his life and left carpenter shop two years ago.

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CHICAGO



## The Mountain Soliloquizes

I am the patriarch of ranges—Mount Rainier—the Great Snow Peak, deified by aborigines.

I come of fiery origin; my crest, my sides torn by the volcanic blasts that created me. I have known the cold and the wild life of the Arctics. To me still cling remnants of that ancient, icy mantle.

I dwell in a kingdom of enchantment, discovered a century and more ago by the navigator Vancouver.

I have gazed, for ages, upon a wondrous terrain, upon the placid Pacific's waters. I have watched the coming of Indians, explorers, trappers, fishermen, pioneers; their shacks and tents into mighty cities grow. I have lured men—then turned them back. The legend of Hamitchou reveals the wrath visited on the wise man of the Squallyamish, who coveted the precious shells of my crown. History tells of Kantz's perils as he sought my summit in '57. And it tells, too, of man's triumph when Stevens and Van Trump scaled my slopes in '70.

No more am I defiant. Age has made me cordial, friendly. Happy throngs visit my National Park throne room—for glorious fun on my glaciers, snows and flower-carpeted Alpine meadows.

For these companions, I am grateful; also to The Milwaukee Road, the only railroad to my threshold, which has interested hundreds of thousands of people in me and enabled me to give them enjoyment.

Visit the romantic Pacific Northwest. See Mount Rainier. Know the joy of Winter sports in mid-Summer. Wander in verdant valleys. Memories of the trip will never leave you.

For a copy of Mount Rainier National Park Folder, or any other information concerning this railroad, address The Milwaukee Road, Room 867-E, Union Station, Chicago

### FAMOUS TRAINS

#### *The Olympian*

Chicago { Yellowstone - Spokane  
Seattle - Tacoma

#### *The Pioneer Limited*

Chicago - St. Paul - Minneapolis

#### *The Columbian*

Chicago { Yellowstone -  
Twin Cities } Spokane -  
Seattle - Tacoma

#### *The Southwest Limited*

Chicago { Excelsior Springs -  
Milwaukee } Kansas City

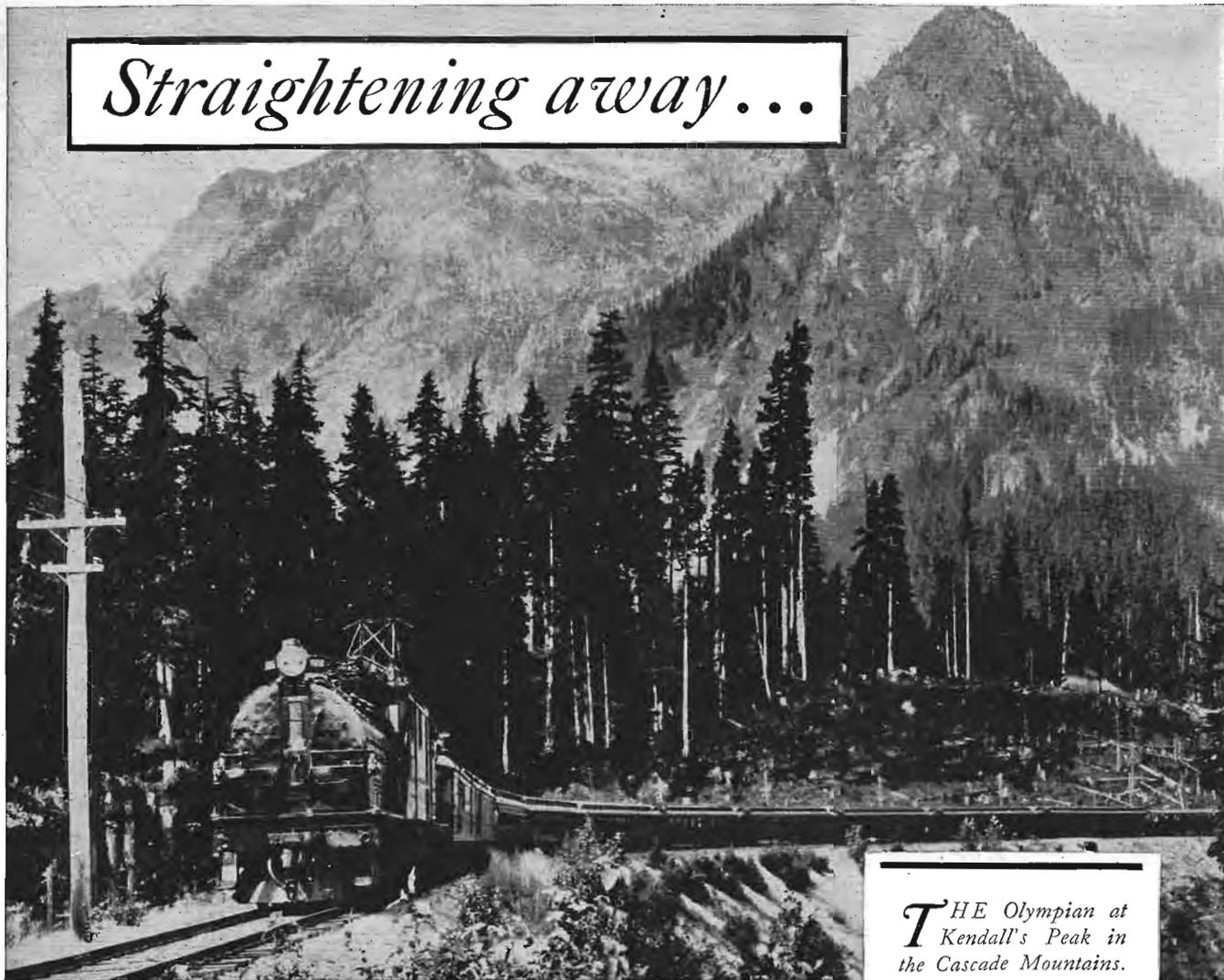
#### *The Arrow*

Chicago { Des Moines - Omaha -  
Milwaukee } Sioux City

# The MILWAUKEE ROAD



*Straightening away...*



*THE Olympian at Kendall's Peak in the Cascade Mountains.*

**T**HE new Milwaukee, in the first year of operation, reported net income of \$9,261,971 after all interest charges—a satisfactory record.

The amount available for interest on the Chicago, Milwaukee, St. Paul & Pacific Railroad Company 5 per cent Convertible Adjustment Mortgage Bonds, due January 1, 2000, was \$18,405,656, or more than twice the interest at the full 5 per cent rate. Accordingly, the company having paid 2 per cent on the Adjustments on October 1, 1928, for the first six months' period, the board declared payable on April 1, 1929, 3 per cent covering the last half of 1928.

*We recommend these bonds at current prices*

• Call or write our nearest office for further information.

## THE NATIONAL CITY COMPANY

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