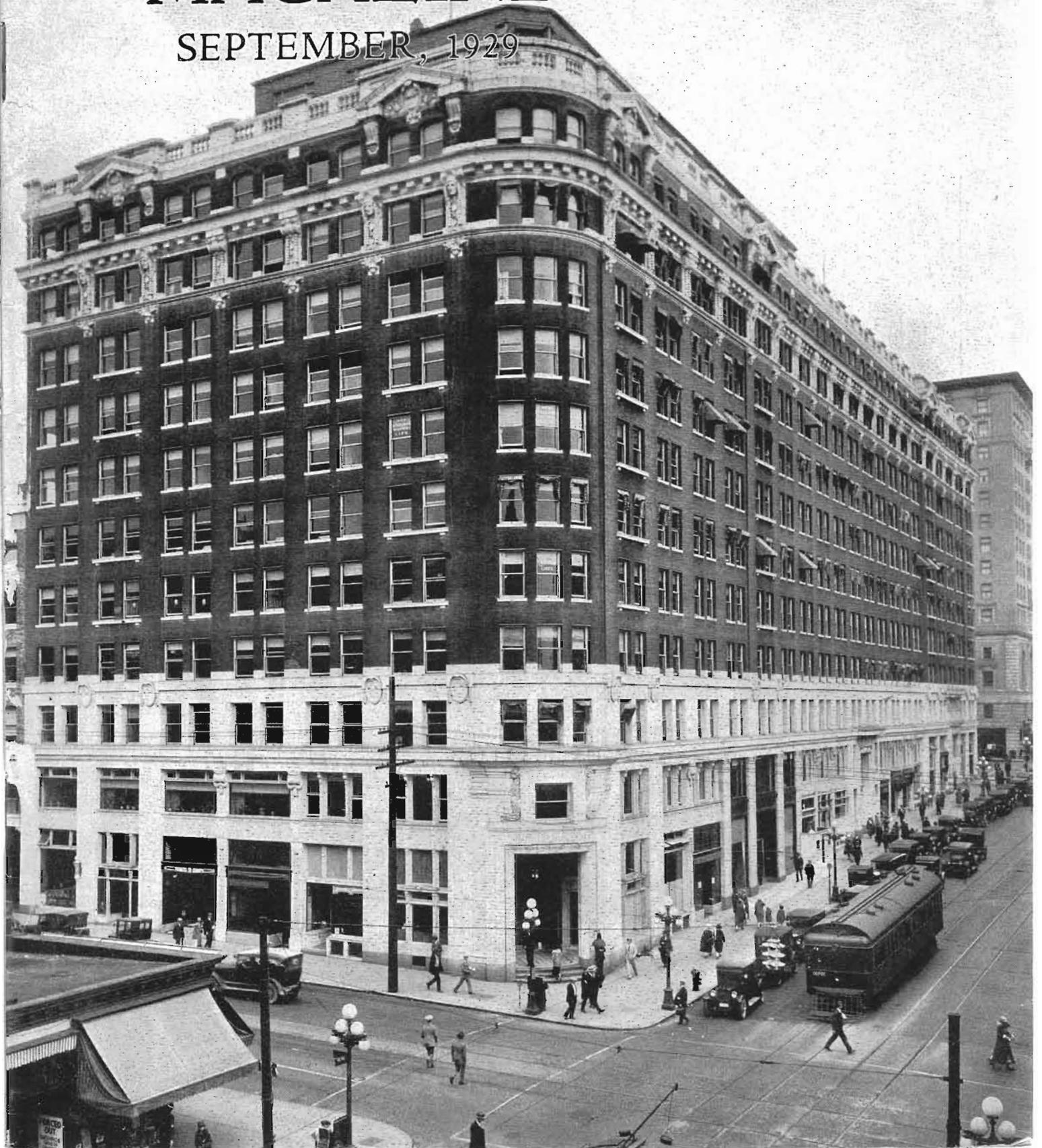


The
MILWAUKEE
MAGAZINE

SEPTEMBER, 1929





Where Seconds Count

TIMING the switching activities of hundreds of trains a day is the responsibility placed upon Train Director W. G. Waite. His important post—just outside of Union Station, Chicago—is one of the largest electric switch towers in the country.

Waite depends upon his Hamilton to tell when trains are due to arrive and depart and says it has never failed to keep accurate time.

Thousands of Railroad Men depend upon the Hamilton watch to guide them in their important duties. They have faith in Hamilton dependability and will tell you if it's a Hamilton—that's all you have to know about a watch.



The New Hamilton
Railroad Model No. 6

Here is our latest Railroad model. The rugged symmetry and beauty of this design reflects a new note in Railroad watches. It is available in 10K filled yellow and 14K filled green or white gold. Choice of three Railroad type dials.

Ask your jeweler to show you the several Hamilton Railroad models. Write to us for a Time Book and interesting literature describing these watches. Address Dept. R., Hamilton Watch Company, Lancaster, Penna., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"



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

A Roomful of North-Pole Weather for Testing Motor Cars

IT is called the Cold Room, and it *is* cold—often as much as sixty degrees below zero. It is a large, heavy-walled room in the great Chrysler Motors engineering laboratories, and the men who carry on the various tests in this room are clad like Arctic explorers.

In this Cold Room, day after day, the operation of the various cars built by Chrysler Motors is studied and checked under various degrees of extreme frigidity. Raging blizzards are produced in the Cold Room by introducing moist air and switching on large "wind fans." The moist air is crystallized into snow and whirled about the room with the force of a stinging polar gale.

Or, by turning the "wind fans" directly on the car, the engineers duplicate actual wind-conditions that a car would encounter while travelling at high speeds in sub-zero weather.

Under these tempestuous, bitter-cold conditions, engine

behavior, fuel economy, lubrication viscosity, carburetor action, brake efficiency and the reactions of batteries, generators and starting and lighting systems are scientifically analyzed.

The Cold Room is but one of many severe tests which Chrysler Motors products must undergo.

It is true that a motor car seldom would be operated in the face of such hardships, but it is reassuring for owners to know that this and other rigorous tests prove the ability of all Chrysler-built cars to withstand extreme weather conditions.

The lengths to which Chrysler Motors goes, not only in new car experimentation but in testing current models selected at random as they come off the production lines, is but another evidence of the good faith and constructive intelligence back of the Chrysler Motors policy invariably to render *better public service*.



Testing an engine in the Cold Room of the Chrysler Motors Engineering Laboratory. A temperature of 60 degrees below zero can be produced, and the engine must function perfectly at all speeds under this severe condition

CHRYSLER MOTORS

FOR BETTER PUBLIC SERVICE

CHRYSLER "77"

CHRYSLER IMPERIAL

CHRYSLER "70"

CHRYSLER "66"

DODGE BROTHERS SENIOR

DODGE BROTHERS SIX

DE SOTO SIX

PLYMOUTH

DODGE BROTHERS TRUCKS, BUSES and MOTOR COACHES

FARGO TRUCKS and COMMERCIAL CARS

CHRYSLER MARINE ENGINES

All Products of Chrysler Motors



RELIABILITY

QUALITY

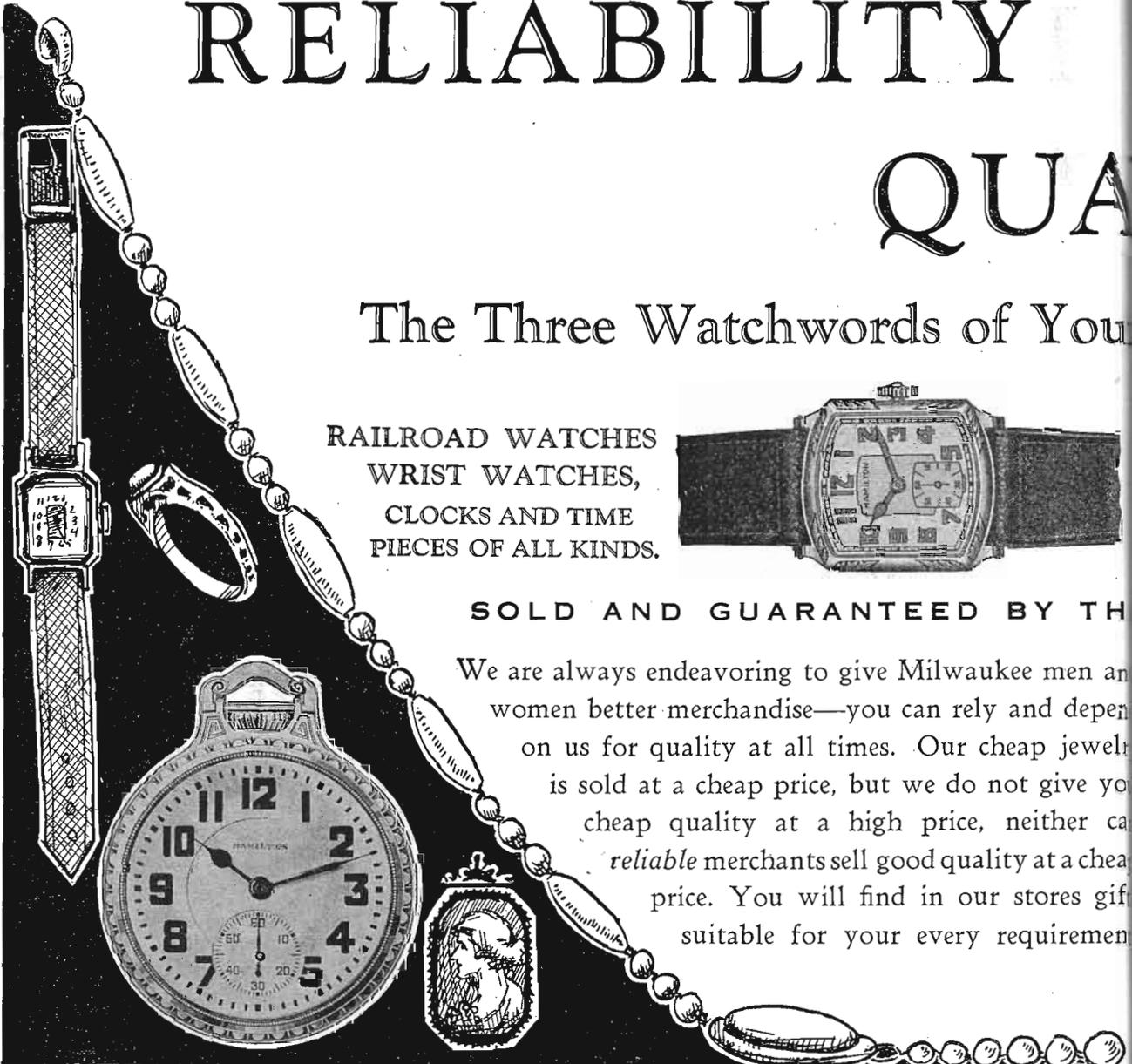
The Three Watchwords of You

RAILROAD WATCHES
WRIST WATCHES,
CLOCKS AND TIME
PIECES OF ALL KINDS.



SOLD AND GUARANTEED BY THE LEAD

We are always endeavoring to give Milwaukee men and women better merchandise—you can rely and depend on us for quality at all times. Our cheap jewelry is sold at a cheap price, but we do not give you cheap quality at a high price, neither can reliable merchants sell good quality at a cheap price. You will find in our stores gifts suitable for your every requirement.



GO TO THE NEAREST WATCH INSPECTOR, LISTED BELOW, AND GET ACQUAINTED

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D. G. GALLET

BELOIT
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TOWLE CO.

CEDAR RAPIDS
SAM LEE

CHICAGO
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COUNCIL BLUFFS
E. F. LEEFERT

DEER LODGE
WILLIAM COLEMAN

DES MOINES
I. R. STUBBS

DUBUQUE
E. L. SCHEPPELE

FREEPORT
H. A. ROTZELR

HARLOWTON
ROBERTSON'S JEWELRY

IRON MOUNTAIN
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JANESVILLE
DEWEY & BANDT

LA CROSSE
C. B. WRIGHT & SON

MADISON, WIS.
E. W. PARKER, Inc.

MARION
W. E. DOAN

MASON CITY
LIVERGOOD BROS.

MILWAUKEE
H. HAMMERSMITH

MINNEAPOLIS
H. FOSBERG



Our ai
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to the
buying
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you. I
watch

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MISSO
BORN
MOBR
G. F.
NEW
W. S.
OMAH
L. A.
OTHE
SPIRIT



DEPENDABILITY

QUALITY

Authorized Watch Inspector



DIAMONDS AND
OTHER STONES.

Jewelry of Every Description
For Every Occasion.

LEADING JEWELERS LISTED BELOW

Our aim, through these advertisements, is to get better acquainted with our Milwaukee friends. To educate them to buying from reliable merchants, and, to the best of our ability, prevent them from buying inferior quality at high prices. Watch these pages each month for our message to you. Patronize your nearest authorized watch inspector.



MENTION THE MILWAUKEE MAGAZINE AND HE WILL SHOW YOU EVERY COURTESY.

MISSOULA
BORG JEWELRY CO.

MOBRIDGE
G. F. SCHWARTZ

NEW LISBON
W. S. SARGENT

OMAHA
L. A. BORSHEIM

OTHELLO, WASH.
SPIRIT LAKE, ID.

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T. J. MORRIS

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J. R. BRUSHERT & CO.





BLUE BARREL SOAP
ALWAYS CUT ONE POUND

It is a friend tell a friend and a friend tells a friend and so on. And so on. And so on. Friends we have to thank for our large increasing business on Blue Barrel Soap and Flakes.

"HASKINS"
Omaha Sioux City St. Paul

"I Wouldn't Take DOUBLE the Price I Paid for My Studebaker Watch"
—hundreds of Our Customers Write

Does it pay to buy a 21-Jewel, 8 adjustment Studebaker Watch direct at factory prices? Thousands of our customers declare that their jewelers admit that the Studebaker watch is a most surprising bargain. Thousands write us that they could not purchase a similar grade watch for much more money. The coupon below will bring you details of this unusual watch buying opportunity. Send it in TODAY!

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STUDEBAKER
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There are thousands of Studebaker Watch customers in every state in the Union and Canada—men and women who have answered these ads and obtained lowest factory prices on one of the highest grade watches ever perfected. Save middlemen's profits! The Studebaker name today means the greatest watch value of all history! Send coupon for free book and details TODAY!

This Modern Way of Buying Watches has Saved Money for Thousands!

Imagine being able to purchase these magnificent thin model watches at lowest factory prices on easy payments out of your income, or for cash! Let us send you one of these marvelous watches—you are under no obligation to keep it. You'll agree it is the world's greatest watch value. Send coupon for free 6-color book and learn the true facts!

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Cash or Easy Monthly Payments

If you write at once, will send beautiful style book, showing lowest factory prices on these lifetime insured watches. Thousands save money this way. Send coupon TODAY!

FREE!
6-Color Book
Luxurious strap and bracelet watches at remarkably low prices! Your greatest opportunity to save! Send coupon for free style book TODAY!

STUDEBAKER WATCH COMPANY
Watches :: Diamonds :: Jewelry
Dept. NQ211 South Bend, Indiana
Canadian Address: Windsor, Ontario

STUDEBAKER WATCH COMPANY
Dept. NQ211 South Bend, Indiana

Please send me your free catalog of Advance Watch Styles and details of your offer. Please send me free catalog of Jewelry and Diamonds.

Name.....
Street or R.F.D.....
City..... State.....

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CHASE & SANBORN'S SEAL BRAND COFFEE

— the most widely used and enjoyed in the United States

The standard for over fifty years



Seal Brand Tea is of the same high quality

THE MILWAUKEE MAGAZINE

Volume XVII

September, 1929

No. 6

All Aboard For Seattle

Arrangements for the Eleventh Annual Reunion of the Veteran Employees' Association are about complete, and, with a few possible minor changes, will be as set forth herein. Five special trains will be used, and to suit the conveniences of the majority the following schedules and routes have been agreed upon:

The Red Special

Leave Milwaukee at 8:00 A. M. September 15
 Arrive Seattle 12:05 A. M. " 18

This train will carry Milwaukee members only.

The White Special

Leave Milwaukee (via Northern Div.)..... at 8:05 A. M. September 15
 " Granville 8:35 A. M. " "
 " Iron Ridge 9:15 A. M. " "
 " Horicon 9:50 A. M. " "
 " Portage 11:30 A. M. " "
 " New Lisbon 12:35 P. M. " "
 Arrive Seattle 1:00 A. M. " 18

There will be a sleeper set out at Green Bay for movement on No. 2, September 15th, connecting with this train at Milwaukee.

This train will carry the balance of the Milwaukee members, those from Superior Division, Northern Division, Portage and Wisconsin Valley Division.

The Orange Special

Leave Madison, Wis. at 12:25 P. M. September 15
 " Lone Rock 1:30 P. M. " "
 " Wauzeka 2:35 P. M. " "
 " Bridgeport 3:05 P. M. " "
 " Prairie du Chien (Rice St.) 3:05 P. M. " "
 " Marquette 3:30 P. M. " "
 " Beulah 3:50 P. M. " "
 " Postville 4:25 P. M. " "
 " Calmar 5:10 P. M. " "
 " Adams 6:00 P. M. " "
 " Austin 6:55 P. M. " "
 " Northfield 8:43 P. M. " "
 " Farmington 9:05 P. M. " "
 " St. Paul 10:25 P. M. " "
 " Minneapolis 11:10 P. M. " "
 " Cologne 12:15 A. M. " 16
 " Bird Island 1:35 A. M. " "
 " Granite Falls 2:30 A. M. " "
 " Montevideo 2:50 A. M. " "
 " Marvin 4:55 A. M. " "
 " Bristol 5:55 A. M. " "
 " Aberdeen 7:30 A. M. " "
 Arrive Seattle 7:35 A. M. " 18

This train will carry members from Shullsburg-Janesville-Stoughton-Madison, Wis., Madison Division-BelleVue-Dubuque-McGregor-New Albin-Waterville-Marquette-I. & D. Division as listed. I. & M. Division as listed. St. Paul-Minneapolis-H. & D. Division-Aberdeen, S. D. Members from Preston-Mound Prairie-Winona-Caryville-Downsville-Mazeppa-Wabasha-Lake City-Eggleston-Red Wing and Hastings take No. 17 to Twin Cities to connect with this train.

There will be five sleeping cars set out at St. Paul to be picked up by this train.

The hotel reservations have been made and each member will be advised at what hotel he has been placed. Immediately on arrival at Seattle members will be taken to their hotel, and after they have obtained their rooms, etc., they should go to the headquarters at the Olympic Hotel where banquet tickets will be sold at the entrance to the Venetian Room, the cost being \$1.00, as usual.

At 1:00 P. M. the annual meeting will be held in the Venetian Room of the Olympic Hotel, and while the meeting is in progress, the ladies and members not in session will be taken for a sight-seeing trip about Seattle. When the meeting has adjourned the balance of the members will be taken on a sight-seeing trip.

At 6:30 P. M. sharp the annual banquet will be held in the Civic Auditorium. Arrangements have been made for automobile service to and from the hotels to attend the banquet.

On Thursday morning, September 19th, the boat trip to Victoria has been arranged, leaving Seattle about 8:00 A. M., and automobile service has been arranged to take members from their

The Blue Special

Leave Chicago at 9:35 A. M. September 15
 " Somers 10:45 A. M. " "
 " Sturtevant 10:55 A. M. " "
 " Milwaukee 11:45 A. M. " "
 " Elm Grove 12:05 P. M. " "
 " Pewaukee 12:20 P. M. " "
 " Hartland 12:25 P. M. " "
 " Watertown 12:50 P. M. " "
 " Reeseville 1:10 P. M. " "
 " Portage 2:05 P. M. " "
 " Kilbourn 2:35 P. M. " "
 " Mauston 2:55 P. M. " "
 " Tomah 3:50 P. M. " "
 " Tunnel City 3:56 P. M. " "
 " Sparta 4:15 P. M. " "
 " La Crosse 5:15 P. M. " "
 Arrive Seattle 3:30 A. M. " 18

This train will carry members from Chicago-Kingston-Elgin-Walworth-Ingleside; Terre Haute Division; C. & M. Division; R. & S. W. Division east of Beloit; Waukesha-Palmyra; La Crosse Division as listed.

The Maroon Special

Leave Beloit, Wis. at 10:30 A. M. September 15
 " Freeport 11:25 A. M. " "
 " Mt. Carroll 11:59 A. M. " "
 " Savanna 12:35 P. M. " "
 " Oxford Jct. 1:55 P. M. " "
 " Marion 2:50 P. M. " "
 " Slater 5:25 P. M. " "
 " Madrid 5:35 P. M. " "
 " Perry 6:20 P. M. " "
 " Herndon 7:00 P. M. " "
 " Manilla 8:25 P. M. " "
 " Luton 10:20 P. M. " "
 " Sioux City 11:10 P. M. " "
 " Mitchell 3:55 A. M. " "
 " Woonsocket 4:55 A. M. " "
 " Aberdeen 8:35 A. M. " "
 Arrive Seattle 7:40 A. M. " 18

This train will carry members from Stockland-DeKalb-Ladd-Rockford-Beloit-R. & S. W. Division, between Beloit and Savanna-Rock Island-Davenport-Iowa Division-Kansas City Division-Des Moines Division-S. C. & D. Division-I. & D. Division (West of Mitchell and east to Mason City), Fedora-Madison and Forestburg, N. D.

There will be one sleeper from Kansas City on No. 26, September 14th, to be picked up at Marion. One from Davenport on No. 126, September 15th, to be picked up at Savanna. One from Sioux City to be picked up by the special, and one from Mason City on train 3. September 15th, to be picked up by special train at Mitchell.

hotels to the dock. As facilities for serving lunch on the steamer are limited it is the desire of the committee that about 500 have lunch on the boat, so that on arrival at Victoria that number of people can immediately start on a sight-seeing trip while the balance of the crowd have lunch at the Empress Hotel. When the first group returns the balance may then take the trip. The lunch on the steamer will be 75 cents per person, at the Empress Hotel, Victoria, \$1.00, and the sight-seeing trip, \$1.00. On the return trip to Seattle lunch will be served at 75 cents per person. Immediately on arrival at Seattle members will be taken by auto to the depot to board their train. When checking out of the hotel the morning of September 19th, members should notify the hotel clerk that their baggage has been left in their room, and while they are enjoying the trip to Victoria, it will be picked up and placed in their sleeping car. Those who will not return on the special trains, September 19th, should remove the tags from their baggage so that it will not be delivered to the train.

Customs officers have to examine all baggage and it would cause delays and confusion if you take any to Victoria with you, so travel "light" on this trip.

Each train will be in charge of a convoy, who will appoint a captain for each car. On the train en route, badges, programs, baggage tags, register cards, and coupon tickets covering the various automobile movements will be distributed, and passengers will be assisted in filling them out. On arrival at Seattle all baggage is to be left on the train and it will be promptly delivered to the various hotels.

Carry your reservation notice with you, so that you will know at all times the name of your hotel and your train reservations.

Transportation restricted to lines east of Mobridge will be honored on these special trains. Be sure that you have your transportation with you.



Olympic Hotel, Seattle

Puget Sound Pioneers, Attention!

THE Puget Sound Pioneers' Club wishes to announce that an invitation has been extended to the club by the committee of the Veteran Employes' Association to join the Veterans in their annual meeting to be held at Seattle, September 18 and 19. Mr. W. D. Carrick, chairman of the arrangement committee of the Veterans, desires all expecting to attend to notify him at once, and if they expect to board the Special Train, and where they will entrain. Also if reservations for the banquet are desired. The banquet tickets are one dollar each.

To all employes on Lines West, the Pioneers' Club says, "Give the Vets a rousing welcome at all points 'Out Where the West Begins,' and all the way to the coast." Mr. Carrick's address is Milwaukee, Wisconsin.

H. R. CALEHAN,
President Pioneers' Club,
L. H. CUNNINGHAM,
Secretary.

"The Milwaukee"

J. W. Calvert, Agent, Ottumwa

A group of "Cannie" Scotchmen,
Sailed across the bounding seas,
And landed in Wisconsin,
Where the beavers cut the trees.

Where the bees bring in the honey,
And the lakes supply the fish,
And the plums and grapes and cherries,
Furnish the dainty dish.

Where the hickory nuts and walnuts,
Are found on every hill;
And the sparkling streams of water,
Furnish power for the mill.

Page Six

TIPPING.—There will be no tipping en route. Convoys in charge of trains will collect a stipulated amount from each passenger to cover all service performed by the employes, i. e., dining car, sleeping car, red cap ushers, hotel porters and baggage handlers, the same to be distributed among them as prescribed by the committee.

The convoy of each train will be supplied with a list of company physicians located en route, and in case medical aid is required he will wire for the services of one of these physicians.

Members desiring to remain over in Seattle or stop over en route, returning, will pay the regular sleeping and dining car rates after leaving the special train.

Announcement

Effective August 1, Mr. R. W. Reynolds was appointed **Commissioner in Charge of Agricultural Development and Colonization Department** of this company, with headquarters at Chicago.

Mr. Reynolds has lived most of his life in the west and has had many years' experience in farm and colonization work in the Dakotas and Montana.

They then bought up a railroad,
The best one in the state;
And handled all these products,
Their traffic soon was great.

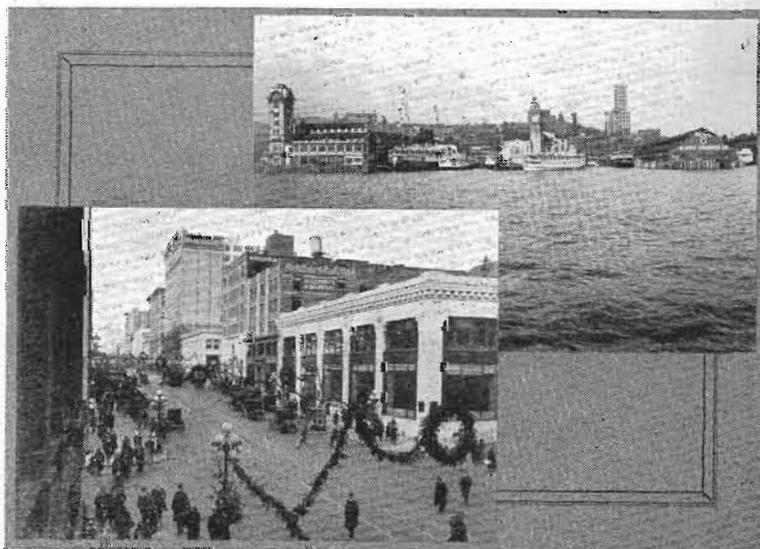
As president, "Alex Mitchell," was
elected,
And the news sent home across the
sea;
All Scotland held a banquet,
With some "spirits" in the tea.

The Scotchmen sent "more money,"
And the road commenced to grow;
For with "Alex" at the helm,
Was all they asked to know.

Every year the road grew bigger,
Crossing rivers, plains and states,
And the money still kept coming—
All were glad to pay the rates.

Soon the Armours and the Morgans,
Saw just what the Scots could do;
Bought the road at fancy figures,
And the Scotchmen all were through.

Although many jolts and pitches
Have beset this road so fine;
It is now the great "Milwaukee,"
"Spick and Span," in Twenty-nine.



Scene on Third Avenue, Seattle.
Top—Seattle Harbor

The C. M. St. P. & P. R. R. Employees' Savings & Loan Assn.

AMONG the successful benefit works carried on among and by the employes of this company, is an organization known as The C. M. St. P. & P. R. R. Employees' Savings & Loan Association, composed of the employes of the Accounting Department, both at the Fullerton Avenue Building and the Union Station, Chicago; and since its organization employes of the Real Estate and the Freight Claim Departments at Fullerton Avenue have been admitted.

This association was organized on November 10, 1922, at the Fullerton Avenue Building, and has been in continuous operation since that time. Its purpose is to encourage and promote thrift among its members, and to aid any of them in temporary financial distress. The plan was initiated and promoted by the employes primarily as a benefit to employes needing money who would otherwise have no recourse except to "loan-sharks." It has been of inestimable value in this particular alone; and in its functioning, it has been the means of forming the nucleus of a substantial "anchor to windward" when the storms of life attack.

Managed by Employes

The association is managed entirely by the employes who compose its membership. No official of the company can hold office in the association. Any employe in the Fullerton Avenue Building and any employe of the Financial and Accounting Departments in the Union Station may become a member and can subscribe for a minimum of four shares and a maximum of forty shares, at the rate of six dollars per share per year; thus permitting any employe member of the association to save from \$1.00 to, but not to exceed, \$10.00 each pay day.

Loans

Loans are made to any member of the association, except minors, on demand, for an amount not to exceed \$15.00 above the amount the applicant has on deposit with the association at the time the request for the loan is made. Loans for greater amounts are made by special arrangement with the Executive Committee, which takes into consideration the character and earning power of the applicant. Interest on loans is charged for at one per cent of the amount loaned, per pay day.

Each fiscal year ends in November, and all loans must be paid and a final computation is made to develop the per cent of earnings per share. After November 18 the entire fund is disbursed to the individual shareholders and subscriptions are then received for membership for the ensuing year; and deposits are received on the semi-monthly basis throughout the period on account of the shares subscribed for.

Preamble and By-Laws

The preamble of the association reads: "We the employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad, located in the Fullerton Avenue Building, and Financial and Accounting Departments in New Union Depot at Chicago, Illinois, in order to promote thrift and

to create a savings fund for our benefit, and to permit members to borrow money from such a fund, do form ourselves into an organization to be known by the name of the Chicago, Milwaukee, St. Paul & Pacific Railroad Employees Savings & Loan Association, etc."

The Article on Membership is: "Any employe of the Chicago, Milwaukee, St. Paul & Pacific Railroad in the Fullerton Avenue Building and Financial and Accounting Departments in the New Union Depot, Chicago, is qualified to become a member by subscribing for four (4) or more debentures in this association. Applications must be approved by a director of the applicant's office."

Each office having fifteen or more members is entitled to one director, and an additional director for any office having a membership of one hundred or more. Directors from each office are elected by members of that office, and serve as directors for a period of one year, or until their successors are qualified. An Executive Committee of three is elected from the Board of Directors, which functions according to the powers

and duties delegated to it by the Board of Directors.

The officers of the association consist of a president, vice-president, treasurer and secretary, all elected by the directors at the annual meeting.

Any member of the association failing to make payment on his shares within the time specified is fined two cents for each week or fraction thereof, on each share, with further provisions for arrears of longer times, etc.

Rate Charged on Loans

A twenty-four-hour notice is required for all loans, and the rate charged on loans is as follows:

\$ 5.00 or less	.....	\$0.05
5.01 to \$10.00	inclusive.....	.10
10.01 to 15.00	inclusive.....	.15
15.01 to 20.00	inclusive.....	.20
20.01 to 25.00	inclusive.....	.25
25.01 to 30.00	inclusive.....	.30
30.01 to 35.00	inclusive.....	.35
35.01 to 40.00	inclusive.....	.40
40.01 to 45.00	inclusive.....	.45
45.01 to 50.00	inclusive.....	.50

In the event that employes in other departments of the railroad work where a sufficient number are employed, should be interested in forming an association of similar purpose and benefits, further information may be secured from any officers of the above organization.

Directors, Officers and Executive Committee

The Board of Directors elected at the last annual meeting in November, 1928, were:

George Aff	.....	Auditor of Overcharge Claims Office
Carl Denz	.....	Car Accountant's Office
A. Dryer	.....	Assistant Comptroller's Office
H. Fortier	.....	Real Estate Department
J. Frye	.....	Freight Claim Department
J. Gitzinger	.....	Auditor of Expenditure's Office
P. Jacobson	.....	Auditor of Station Accounts Office
H. O. Johnson	.....	Auditor of Expenditure's Office
E. Kulton	.....	Car Accountant's Office
A. G. Naatz	.....	Ticket Auditor's Office
M. Pagels	.....	Financial and Accounting—Union Depot
B. E. Reinert	.....	Freight Auditor's Office
A. Rohde	.....	Ticket Auditor's Office
F. Weichbrod	.....	Freight Auditor's Office
H. Weiss	.....	Auditor of Investment & Joint Facility Accounts Office

The newly elected Board then elected the following:

President, H. Fortier	.....	Real Estate Department
Vice-President, Carl Denz	.....	Car Accountant's Office
Secretary, H. O. Johnson	.....	Auditor of Expenditure's Office
Treasurer, A. Dryer	.....	Assistant Comptroller's Office

The Executive Committee for the current year is as follows:

G. J. Aff, Chairman	P. Jacobson	A. G. Naatz
---------------------	-------------	-------------

Milwaukee Employees' Pension Association Members Entered on Pension Roll July, 1929

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

Name	Occupation	Division or Department
Marion Chaney	Crossing Flagman	R. & S. W. Division
John Dido	Engineer	Kansas City Division
Frank Drha	Section Foreman	S. C. & D. Division
Lars Egge	Wiper	LaCrosse Division
Eugene T. McMahon	Passenger Trainman	Madison Division
Peter Radajak	Boilermaker	Superior Division
T. J. Reuss	Chief Bill Clerk	River Division
Thomas F. Kinney	Conductor	H. & D. Division
Fred Schwenson	Coach Cleaner	Milwaukee Shops
Joe Peterson	Laborer	Tacoma Shops
Henry Schultz	Helper Car Department	Tacoma Shops
A. J. Sedgwick	Train Baggage	Illinois Division
August Rudolph	Switchman	Milwaukee Terminal
John R. Layne	Coach Cleaner	Terre Haute Division
August Patzke	Laborer	Milwaukee Shops
Andrew Nypen	Section Foreman	H. & D. Division

C. W. MITCHELL,
Secretary-Treasurer.

The Nooksack Valley, Wash.

George W. Blair, D. F. & P. A.,
Bellingham, Washington



George W. Blair

THE Nooksack Valley extends from Mt. Baker to Bellingham Bay, a distance of approximately forty miles, and the rails of the Milwaukee Road traverse the center of the valley, starting at Glacier, passing through Maple Falls and other small stations to Sumas on the Canadian Border, then west through Lynden and Everson. At Goshen Junction the Kulshan Branch extends to Kulshan. This branch serves most of the log camps on the Bellingham Division.

Bellingham

Bellingham, known as "Tulip Town" on account of its being the center of the tulip bulb industry of Washington, is the most northwesterly incorporated city in the United States. The last census gives the population as 47,000 and is slowly increasing.

Our Annual Tulip Festival and parade was a huge success as usual, this being the tenth year since its inauguration. The Tulip Queen, elected by popular vote, this year was Miss Ruth Rivers, daughter of one of our section men (Lee Rivers). Besides many useful presents and gifts, the queen and her attendants are to be taken on an airplane trip to Hollywood, California and return.

Here we have the Bloedel Donovan Lumber Mills, Whatcom Falls Mill, Morrison Mill Co., and Simmons Lumber Co. These combined mills cut 750,000 feet fir and hemlock and 1,200,000 box shooks and shingles daily; also San Juan Pulp Mfg. Co. which manufactures 70 tons pulp daily.

Having a land-locked bay and deep water, one of the best harbors on the West Coast, this gives access to the largest vessels afloat and at all times the harbor has in berth, vessels and steamers from all parts of the world.

Other industries are the Olympic-Portland Cement Co, Utah-Idaho Sugar Company and the Bellingham Coal Mine (producing 1,000 tons per day); Pride & Company, canners of fruits and vegetables; three salmon canneries (Pacific

American Fisheries, Bellingham Canning Co. and the Astoria and Puget Sound Packing Company).

In the poultry and dairy line there is the Fox River Butter Co. and the Whatcom County Dairymen's Association. While I do not give statistics of the industries, it is sufficient to say that all these plants are in operation in their own seasons and have been for years and are making yearly additions. We have many wholesale and retail firms. Our bank clearances are large and general business conditions good. During the early days during the Frazer River and Klondike rush, Bellingham was a large outfitting point. It was also from here that George Francis Train made a start around the world to beat the time of Nellie Bly. He failed. This event was a headliner in all newspapers at the time, when globe-girdling was not the usual pastime it has since become.

The Fox River Butter Company have opened the largest chicken ranch on the West Coast and are placing in brooders 60,000 day-old chicks which when culled out will leave about 28,000 pullets. They will produce this fall, 40 cases of eggs per day.

The one active mill outside of Bellingham is the Warnick Lumber Co., located at Warnick. It is the only mill on this line that does its own logging. Their output amounts to about 30 cars per month. One of the owners of this mill is Colonel F. N. Brooks, who is the owner of the Brooks Lumber Co., the latter being shippers of high grade lumbers and inside finish, their particular market being West Virginia and other southeastern points.

Glacier and Mount Baker Forest Reserve

At Glacier, the end of our line, the Mt. Baker Forest Reserve commences, through which the highway runs to Mt. Baker and Mt. Shuksan, the former over 10,000 feet and the latter over 9,000 feet. Both are covered with snow the year round and can be seen on clear days from Bellingham and other points. Near Mt. Baker, the Mt. Baker lodge is located and the scenery and surroundings are unequaled. Mt. Baker is still partially active and hot water springs are in abundance. The water is hot enough to cook with. The glaciers are easily accessible and taken as a whole, this district is becoming more and more the mecca for tourists and mountain climbers.

The only known anthracite coal beds in the west are within one mile of Glacier station and we expect that in the near future these fields will be opened up on a producing basis. Farther down the line there is the quarry of the Olympic-Portland Cement Company at Balfour, from which last year we hauled

over four thousand cars rock to the cement company's plant at Bellingham.

Sumas

Sumas on the Canadian Border is a town of 250 inhabitants and has the distinction of being the smallest town in the United States with the greatest number of transcontinental railroads. Here the Milwaukee, Northern Pacific, Great Northern, Canadian Pacific all meet, in addition to the British Columbia Electric Railway. There are no industries to produce tonnage, it being an interchange point only, and United States Customs headquarters.

Lynden

Lynden is in the center of the Nooksack Valley and is the most highly cultivated and productive part of the valley. The inhabitants of Lynden and vicinity are Hollanders and it is not necessary to say that these people are farmers in every sense of the word. From this station alone, there was shipped last year 301 cars eggs and poultry to eastern points, all via the Milwaukee with the most satisfactory service. We expect this year to handle 400 cars or more.

In addition to the poultry, there is the dairy business that supplies the plant of the Whatcom County Dairymen's Association (manufacturers of butter and cheese) and also one of the plants of the Carnation Milk Products Company.

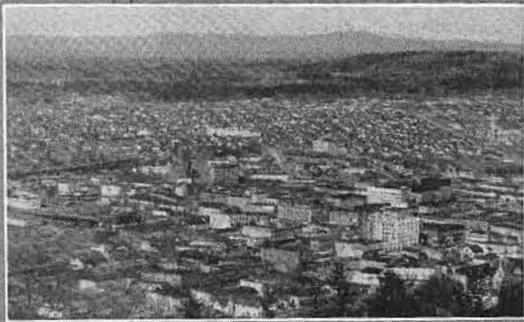
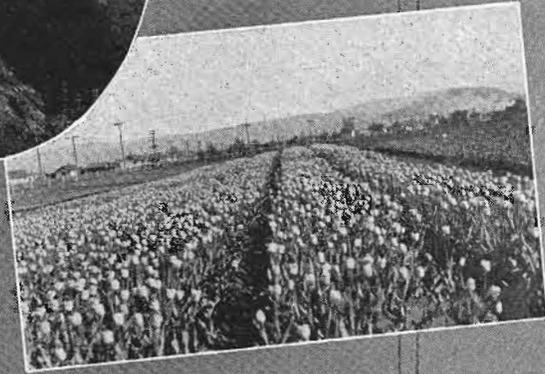
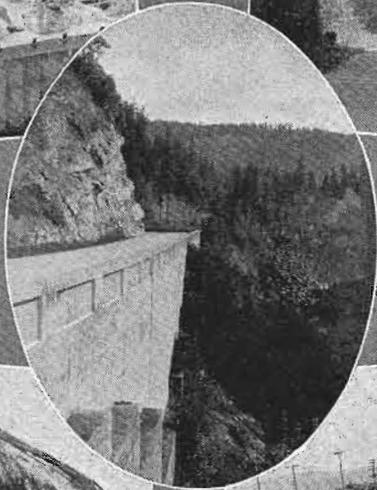
On account of our even climate the production of eggs and dairy products is extremely favorable, there being not as great a fluctuation as in other climates. The Dairy Association also manufactures powdered milk of which 30 carloads were shipped last year. The powdered milk is put up in 200-pound barrels and while some is exported, the greater proportion is consumed by bakers and ice cream and candy manufacturers in the States.

Very little grain is grown here on account of early fall rains, which prohibits ripening of grains. This necessitates the bringing in of dairy and poultry feed; also crushed shell, grit, etc., which for 1928 amounted to 729 cars to Lynden alone.

One newer industry to be in operation this year is a chicken cannery, operated by the Washington Co-operative Egg & Poultry Association. The canning of chicken is a new idea. It is expected that about one-half million chickens and young cockerels will be handled per year. The market for this product will be in the eastern states, especially New York, and shipments will be in carload lots.

Lynden being a Holland settlement, it is to be supposed that the tulip and narcissus bulb industry would center here. Two years ago the growers, Seegers Bros., Inc., Van Zanten Bros, Inc., and the Holland Bulb Farms, imported 8 cars bulbs from Holland. Last year the demand for these bulbs was heavy and the growers shipped over twelve cars bulbs

(Continued on page 11)



Reading From Top.—Left to Right: Tulip Festival, Bellingham; (in oval) Bridge on Chuckanut Drive. Mount Baker Highway. Type of Big Logs from the Bellingham Division. Tulip Gardens. Business Center of Bellingham. A Salmon Catch. San Juan Islands. Mount Baker

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Leonard T. Johnston

ON August 16th, at his home in Minneapolis, occurred the death of Leonard T. Johnston, superintendent of the River and I. & M. Divisions. Mr. Johnston passed to the higher life after a long and trying illness which he bore with the patience and fortitude of a great character.

Mr. Johnston was a Milwaukee Railroad veteran having spent all of his business career in the service of this company. He was born at Dakota, Minnesota, on November 27, 1878, and began his railroad work in the summer of 1893 as water boy for a ballasting gang. The spring of 1894 found him flagging for a steel gang, and the fall of the same year found him in the ranks of the telegraph operators. October 31st of that year he was regularly employed as night operator at Richmond, from which time he successively filled positions as agent, train dispatcher, chief dispatcher; and from 1912 to the fall of 1917, he was trainmaster of the River and I. & M. Divisions. On November 1, 1917, he was appointed superintendent of what is now the Madison Division, where he remained until February, 1918, when he transferred to the same position on the La-Crosse Division. In July, 1918, he went to Savannah as superintendent of the Illinois and R. & S. W. Divisions. In July of the following year he was transferred to Green Bay as superintendent of the Superior Division, where he remained until May, 1924, when he returned to the River and I. & M. Divisions as superintendent, which position he occupied at the time of his passing.

Mr. Johnston was a man greatly beloved by his associates, his superior officers and those who worked under his command, and the news of his having passed caused general grief among his hosts of friends.

The funeral, which was held from Lakeside Cemetery Chapel, was largely attended by the railroad representatives among whom he had worked for so many years; and by the countless numbers of his friends outside of Milwaukee Road circles.

He is survived by his widow and one daughter to whom is extended through the medium of The Magazine, the heartfelt sympathy of the Milwaukee Family in the great loss they have sustained.

Page Ten



Airdrie Olympia Robinson

Recalling an Interesting Event of Seventeen Years Ago

ON September 18, 1912, an interesting event occurred on the Olympian Train east bound, between Lemon and Mo-

Milwaukee Thoughts

Milwaukee trains of the golden hue
My heart seems fondly set on you.
And when I wander the choice is mine,
To travel over the Lightning Line.

O'er mountains lofty, and green-clad plains
I fly as on wings of the hurricanes,
And whether I glide to East or West
Milwaukee flyers I like the best.

After I die till the Judgment Day
My spirit will follow the Right of Way
From Cascade peaks where the clear streams flow
To the sylvan shore of Chicago.

And if in Heaven I have my way,
I'll bring this line to the Milky Way,
And gaze on the vales of Paradise
From the golden cars in the upper skies.

WM. D. TOTTEN,
Seattle, Washington.

bridge, South Dakota—being the birth of a baby daughter to one of the passengers, Mrs. Robinson, who with her husband, was en route east. In celebration of the time and place of her birth, the parents gave their daughter the name of Olympia as a second name. The family now reside in California and Miss Airdrie Olympia Robinson will be seventeen years old on the 18th of this month, and you see her above in her graduation frock. She was graduated from the La Jolla, California, High School in June, last.

Seventeen years ago, the event of this birth was a matter of great interest to the Milwaukee Family and every attention possible was paid to the little lady who

made her first bow to the world from The Milwaukee's beautiful Olympian train. It is, therefore with much pleasure that The Magazine is able to give further news of The Olympia's little namesake. In recognition of Miss Robinson's seventeenth birthday, President Scandrett wrote her a cordial letter assuring her of his interest in the event; and of his good wishes for her continued success. Miss Robinson is a student of music and expects to perfect herself in this branch now that she is through with routine scholastic duties.

It is Up to Me A Pledge of Faithfulness

F. G. Herrick,
Ticket Agent, Austin, Minn.

IT IS UP TO ME, to win and retain the confidence of the officers of my company as they have won mine, by doing the things they want done, in the way they want them done.

It is up to me, to demonstrate to my associates that I am entitled to their support by boosting, by encouragement, by being square, by human application of the golden rule, and by evidencing a spirit of genuine helpfulness.

It is up to me, to get out of any organization of which I am a part, if the time should come when I cannot conscientiously support that organization and its plans whole-heartedly and enthusiastically, for in trying to stay I would harm not only myself, but be the cause of losing business.

It is up to me, to prove to that part of the public which it is my privilege to serve, that I am worthy of their entire confidence by knowing my business, by being honest, by being considerate of the rights of others, by visualizing my responsibility, and by the delivery of service one hundred per cent.

It is up to me, to be a man among men, to make a place for myself in the world of business, by the results I achieve, by thrift, by carrying my full share of civic responsibility, and by further evidence of good citizenship.

It is up to me, to prove to myself and the company of which I am a part, that I am worthy of my privileges and responsibilities by constant, honest self-analysis, by personal growth and development, by my daily effort to help my fellow man; then when I come to the eventide of life and the shadows begin to fall, I can be conscious of a feeling that life for me has not been in vain.

If the above be followed by every employe of our great C. M. St. P. & P. railroad system, there is bound to be courtesy, civility and politeness, this in return will sell service for our railroad and secure one hundred per cent of the business which we can handle.

Personality and friendship means contact, than knowing by keeping posted on service and facilities will get the business.

This should be the policy of every employe, and the above should be read by all our employes.

The Nooksack Valley

(Continued from page 8)

to Chicago and eastern points. At this writing the bulb farms are a mass of flowers and to view forty acres of beautiful flowers is a picture that is not soon forgotten.

The sugar beet industry also centers at Lynden and this year there will be over 10,000 acres of beets, all to be manufactured into a high grade of sugar at the Utah-Idaho Sugar Company plant at Bellingham.



Passenger Traffic Manager George B. Haynes and Assistant General Passenger Agent, J. F. Bahl in the Snow Fields of Mount Baker in Midsummer

Everson

Everson is favorably located and at this point the Carnation Milk Products Company have a condensing plant, the Kale Canning Company have a modern plant and during the growing season employ a large force. The Kale brand of fruits and vegetables, are nationally known and while a fair portion of their tonnage moves by water from Bellingham, we still have a good rail tonnage.

Goshen Junction

At Goshen Junction the line runs in a southeasterly direction through Deming to end of track at Kulshan. From here the St. Paul & Tacoma Lumber Co., Buffelen Lumber & Mfg. Co. and Hoff & Pinkey connect with their logging railroads. These companies during logging season deliver us about 100 cars of logs per day, which are brought to Bellingham and dumped into the bay, where they are sorted as to brands, into booms and finally are towed to mills at Tacoma or sold to local mills.

Bellingham Division

The Bellingham Division (now a part of the Coast Division) personnel consists of G. W. Blair, D. F. & P. A.; W. A. Squier, city passenger agent; F. E. Devlin, superintendent; E. M. Hopkins, chief dispatcher; Chas. E. Brook, master mechanic; F. D. Shook, car foreman; and J. M. Gillim, agent and yardmaster; and the usual force of clerks.

While the division is but 66 miles in length, its freight revenue, received and forwarded is approximately two million dollars per year. In addition to the various products already mentioned the growing of small fruits, such as raspberries, blackberries, strawberries, loganberries, with plums and Italian prunes, is a source of great revenue to the growers, and canners are encouraging increased acreage. Apples and peaches do not do well west of the Cascade Mountains.

Taken as a whole the Nooksack Valley with poultry, dairying, fruit growing, sugar beets and the bulb industry cannot be equaled on the West Coast. The towns and cities are prosperous; farmers have beautiful, modern homes and all barns and outbuildings are substantial and have a general tidy surrounding.

Whatcom County

In an educational sense, Whatcom County is superior to any county outside of King County (Seattle) where the Washington State University is located. At Bellingham the Bellingham State



Chuckanut Drive South of Bellingham

Normal School is located; the attendance being about 1,000 students each semester. Graduate teachers from this institution are considered superior to those of other Normal schools. Two high schools and many grade schools give our young people many advantages not available in all parts of the United States.

Having no physical rail connection with our main line, our service between Seattle and Bellingham is by tug and barges, each barge holding 15 cars, handled by the tug "Milwaukee," one of the most powerful tugs on the Pacific. The trip between these points with favorable tides, is made in from 12 to 15 hours. This gives us tri-weekly service in both directions. The operating costs are reasonable and the service satisfactory.

This article must not be closed without a scenic description. Just outside of Bellingham to the south is the famous Chuckanut Drive—a portion of the Pacific Highway. The drive for miles is shelved out of solid rock some 100 feet above the ocean and gives an unlimited view of the water and the many islands adjacent. It is stated on good authority that there is no equal to this drive and view anywhere in the United States.

A SKATING TRIP

A Reminiscence of Old Wisconsin Days

By W. H. Shafer, Conductor LaCrosse Division

WE LEFT Trow's Landing near the mouth of Black River at twelve o'clock noon, I and my old dog Sport.

Skating was excellent and old Sport was in his glory. Our skating trips were very appealing. He would twist himself into all sorts of shapes, jump in the air, roll in the snow on the shore, eat a mouthful or two, run up to me and give a joyous bark that seemed to say, "Hurry Master, we are losing valuable time."

Just a few seconds to fasten my skates good and tight (my feet were itching too) then we were on our way.

There is nothing that will compare to a good skating trip. With the great outdoors before you, weather conditions just right, a faithful old dog for company and protection, and your troubles all left behind. Oh, Man! what a grand life.

My trip as planned would take us up Black River to Rice Lake, across the

lake to Broken Gun River, through the Gun to the Big Mississippi, then down the Father of Waters to our starting point, making a loop with a distance of about forty miles.

The trip could be made easily in four hours, barring accidents. All the way up Black River could be seen traces of the bygone lumbering days. This river is famous for the pine timber that grew in its territory. Relics of the old saw mills were in evidence. Piling that some of them stood on were still standing, foundations for the boilers and engines and gang-saws were also intact. One of the most interesting sights, though, was the ruins of old Fort Norway, at one time a rafting barracks and relay station for the river men, named thusly because most of them were of Norwegian extraction. This old fort was entirely built on piling and a good number of these were as yet standing with cross beams on top giving

one the impression of prints of old Egyptian ruins. We tarried long enough to give it a good once over and wondered what a place it must have been in the old lumbering days.

The little burg of Onalaska is next in importance. Perched on a high bank of the river, it is quite conspicuous. This place was also a river and saw mill town and is one of the oldest in the western part of the state. Quite a number of people were skating here. I hadn't intended to stop, but a big black dog rushed out of the crowd looking for trouble and it took Sport five minutes to clean him up. Sport's long suit was fighting. On our way again. Two miles above Onalaska we come to the big sorting piers, four of them, and all standing in the swift water. These piers are made of big logs that are notched and crossed at the ends and held together with long iron bolts giving them the appearance of a large square box. The centers are filled with rock, which anchors them to the bottom of the river. They show little wear and are almost as sound as the day they were built. Time, weather

and water seem to have had no effect on them. Here is where all the logs that came down Black River from the pineries were stored and sorted. The river never freezes at this point. I looked with awe at the water as it rushed by, now swirling, boiling, eddying, now running smooth. While in its swirling, boiling, eddying mood it appeared angry and I believe if it could talk it would say, "Take these old piers away that I may have access to my old bed."

We proceeded cautiously from here for some distance on account of thin ice and had to make a wide detour through Nicholas' Bay. Back on to Black again we speeded up and how my skates did dig in. With a steady swish-swish swish-swish and a twelve foot stroke we sure penetrated space. At the foot of Rice Lake we passed La Belle's Resort. La Belle was out chopping wood. His dog did not like the looks of Sport and another fight ensued, with Sport being the winner. La Belle on seeing how the fight was going, came running towards me muttering something which I did not understand nor did I wait to find out. Separating the dogs, we are off again speeding across the lake.

Leaving the lake we enter Broken Gun River. This river is a bayou of the Mississippi and is seven miles long. It winds through three miles of marshy country and the balance through big timber. A hunter many years ago accidentally shot and fatally wounded himself by falling on and breaking his gun. A searching party found him three days later with his broken gun by his side and his dog holding vigil, and that's how this river acquired the name "Broken Gun." A large wooden cross marked the spot many years where the searching party found him. The next three miles we travel an open country. The river banks all along are lined with reeds, bull-rushes and wild rice with here and there a sprinkling of scrub willow. I picked up skating tracks here, three of them, presumably boys, judging from their strokes. One of them had very dull skates, considering his tracks, and must have had a hard time keeping up, for his tracks were always in the rear. On rounding a sharp curve, I met them coming back and inquired as to how far they had been. They replied as far as Johnson's Cabin. Their mentioning Johnson's Cabin was new to me. I had made the trip several times the winter before and hadn't seen it. "Oh," they returned, "it was only built last summer." I came upon it about a mile further up, situated on a high knoll close to the river. Upon investigating, I found it to be a small cabin substantially built of wood, the roof and sides lined with tin and tar paper. On the door was a notice which read:

"This shack belongs to Art Johnson.
You are welcome.
Help yourself to the heat and eats.
Close and bolt the door when you
leave."

In the place was a small bed, a table, two chairs, a small cook stove and an ample supply of ready-to-burn fire wood, a cupboard containing eatables such as canned goods, crackers, cereals, tea and coffee and cooking utensils. In all, a boy scouts rendezvous. Fishing here in the summer weather is very good.

Gone again; and now we are getting into the big timber with still four miles to go before reaching our turning point, the great Mississippi. Being in a hurry to get through (darkness gathers quickly in these, deep woods) I lost my bearings and wound up in a pocket surrounded by big trees. It was up to us to retrace our tracks or make a short cut through the woods and get into the Gun again. While meditating as to what course to take, I noticed old Sport acting uneasy. He pricked up his ears, bristled his back, showed his teeth, emitted several sharp quick snaps and gazed fearfully into the wilderness. "What seems to be the trouble old fellow? There is nothing to be afraid of." Then of a sudden, a long mournful howl penetrated the stillness, to be answered by several howls in the distance on the opposite side. "Wolves, timber wolves," I exclaimed in an undertone. By this time Sport was in a frenzy. He would run a short distance in the direction we had covered, then back again and give short, quick snaps as if trying to get me started. I did not need any urging and away we flew with the dog in the lead. That seemed queer, him taking the lead since always heretofore he would either trail or keep to my side, but never in the lead. Was he afraid? No, far from it, not for himself, but for me. He knew that we stood no chance with his wild cousins. His sole aim was to get me out of danger. With every now and then that mournful howl on one side, to be answered by several in the distance in the opposite direction, was not comforting. I am under the impression that this lone one was a scout and when he located prey would signal the others. He alone was not to be feared; it was the pack that we had to outwit. And did we travel? I'll tell the world we did. Never in all my experience as a skater did I move so fast. Twice I got a flash of that big, vicious beast as he loped through the woods leaping over fallen trees and underbrush four feet high, and with every jump rendering his mournful wail. Sport, too, would let out sharp quick barks with his nose close to the ice and quite often give me a side glance as if to see that I was coming. We were now getting into the open country. Once in the open I would feel safe. Timber wolves will not come into the open only to migrate, and yet my aim was to get

to Johnson's Cabin. Just as we emerged from the timber I espied the lone one sitting on his haunches not a hundred feet away watching us with his yellow eyes and giving forth his dreadful howl. He had gained on us and was waiting for the pack. They, too, were quite close, stood on end when I saw this big brute and I started an extra burst of speed. We finally reached Johnson's Cabin and I nearly took the door off the hinges getting in, but the wolves were true to their natural instinct and did not come out of the timber. We took a long rest at the cabin and had a good visit, Sport and I. He would lay his head on my knee, lay his ears back and give me a pleading look with his clear brown, blue tinted eyes (yes, his eyes had a blue tint and were almost human), plead and purr he would as if wanting me to say something. "Yes, old boy," says I, gently stroking his head, "we did well, we were too fast for them."

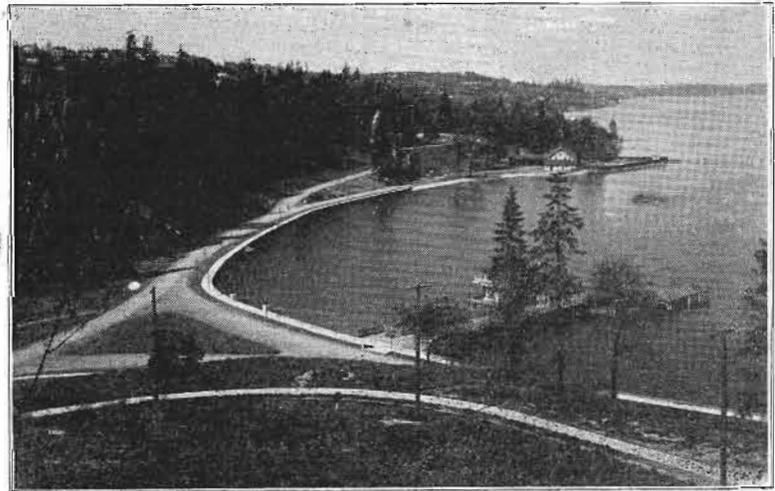
Concluding the pack did not come any farther than the timber, I opened the door and listened. Sport jumped out, sniffed the air, laid his ears back and gave several of his joyous barks and I knew then that it was safe to venture forth. We lost no time in getting away. I stopped at La Belle's, who was still chopping wood, and told him of my experience. "Yes," he said, "I would have told you about the wolves had you waited long enough. I had an idea you were headed for the big river. Two Indians from the Indian village near Lytles passed here yesterday on their way to the city to purchase traps and they told me about them. You can consider yourself lucky."

We look a leisurely gait from here and arrived at our landing place without further mishap.

On a visit to the Indian Village the following summer I was informed by Chief Little Bear that the pack consisted of fourteen, twelve of which the Indians trapped and collected bounties on. The supposition was that these wolves crossed the Mississippi on the ice from the Minnesota side.

I often ponder as to what would have happened had my skates failed me or a fall from an obstruction or a fissure in the ice, or if my faithful old dog hadn't been with me to lead me to safety.

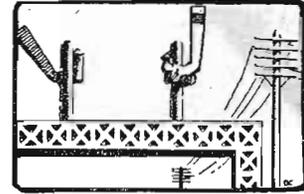
I always have and forever will contend that a man's truest friend is his dog.



Lake Washington and Boulevard Drive, Seattle



BUREAU OF SAFETY



Safety Records

Attention, Supervising Officers!

(Send your safety records in to Mr. Flanigan in accordance with his Circular No. 72-A of July 19th, so that others can be informed of your accomplishments through this column).

M. J. Flanigan
Assistant to General Manager

THE Western Avenue Roundhouse in charge of General Foreman H. L. Mitts in Master Mechanic C. L. Emerson's territory, has not had an injury to any of the 300 men employed there for a period in excess of 175 days. This is equivalent to in excess of 51,600 man days or one man working 166 years, exclusive of Sundays and holidays, without being injured.

Galewood Shop and Roundhouse in Master Mechanic Emerson's territory, and under the direct supervision of General Foreman J. H. Hale, where approximately 300 men are employed, has not had a lost time or reportable injury for more than 122 days. A very commendable record considering the number of men employed and the hazards at that point.

The Signal Department force of 24 men under Signal Supervisor Louis Gerhart at Western Avenue in the Chicago Terminal, has not had a reportable injury since January 15, 1924, a period of 5 years and 7 months. The last minor injury where no time was lost, occurred on December 15, 1927. This is a very nice record.

The Car Department forces numbering 415 men at Tacoma Shops, coming under Car Shop Superintendent W. L. Delaney, has not had a reportable or lost time injury since June 3, a period in excess of 75 days. This is a very good record considering the number of men employed and the hazards that the men are subjected to around a busy car shop such as at Tacoma.

The ten Locomotive Department employees at Sioux Falls, S. D., in charge of Foreman Peter Forsberg, in Master Mechanic Paul's territory, have not had a reportable injury for a period in excess of three years and six months. A mighty fine record.

The entire S. C. & D. Division Locomotive Department force of approximately 170 employees went through the entire month of July without a reportable or lost time accident and present indications are that a similar record will be accomplished during the month of August. Much credit is due Master Mechanic Paul for this record, he having just recently got behind the Safety First movement personally, and now has the entire force keyed up to the highest degree of safety.

The Car Department blacksmith shop at Milwaukee, where 145 men are employed, coming under Foreman Charles Klug, went through the entire month of July without an injury of any kind. A similar record was accomplished in the

Car Department machine shop, where 85 men are employed under Foreman Radway, and the records show that this is the fifth consecutive no-injury month for the machine shop except for a minor injury on March 22. The Freight Car Repair Tracks, where approximately 426 men are employed under General Foreman Hemsey, went through the month of July without a reportable injury. A fine record considering the fact that these employees are at present handicapped to a considerable extent due to working under congested conditions while the new freight car shop is being erected. Much credit for these records should go to the Freight Car Shop Superintendent Mr. G. Reichart, who is continually after his supervisors in an effort to eliminate all injuries.

The Savanna Roundhouse in charge of Roundhouse Foreman J. R. Slater, and under the jurisdiction of Master Mechanic P. L. Mullen, where approximately 190 men are employed, went through a period in excess of 5½ months without an injury. The local newspaper received word of this accomplishment and saw fit to write an editorial about it.

The Locomotive Department forces on the Iowa Division coming under Master Mechanic Foster, have accomplished some very commendable records, which are listed below:

The roundhouse force of 99 men at Atkins, Iowa, under Foreman W. E. Cooper, has not had a reportable injury since September, 1928, nor a lost time injury since June, 1928.

The roundhouse forces at Cedar Rapids under Foreman R. E. Broussard, numbering 27 men has not had a reportable injury for a period in excess of 488 calendar days.

The roundhouse forces at Council Bluffs, numbering 78 men under Foreman A. C. Law, have not had a reportable injury since February, 1929, nor a lost time injury since August, 1928.

The two Locomotive Department employees at Monticello, under Foreman Donahoe, and the twelve men under Foreman Farley, at Manilla, have gone without a reportable injury for a period in excess of 488 days.

The roundhouse forces at Perry, Iowa, numbering 184 men under Foreman A. J. Kressin, have gone through the entire months of April, May, June and July and the first half of August without a reportable injury. A fine record.

Safety Records—I. & M. Division

BELOW is a list of I. & M. Division section foremen with the number of years that they have gone without an in-

jury to themselves or any of their men:

James Cawley	.....	46 years
John Johnson	.....	40 years
Jake Swartz	.....	40 years
John Bort	.....	36 years
John Sholtlagen	.....	26 years
Mat Holt	.....	22 years
George Hunty	.....	20 years

This makes a combined total of 230 years in which no accidents occurred, a mighty fine record. Such performance shows the result of close supervision and personal interest on the part of the foremen in making it their business to see that the men under them do not place themselves in such positions where an injury might result. Section foremen over the entire railroad can accomplish similar records by making a closer check of the work being done under them.

The ladder of fame has many a round,
Commencing with that at the lowly ground,
And nowhere 'tween it and the top-most one
Can an unsafe round be tread upon,
Proving again that in all of the climb,
Safety First must be kept in mind.

Training the Younger Men in Safety

Safety Successful Only in Proportion to the Interest of the Workers

Paper read by R. H. Austin, traveling engineer, at River Division Safety First Meeting. IN connection with casualties to men in train, engine and yard service, it occurs to me that perhaps the conductor, the engineer and the yard foreman could do more than they now do to prevent injuries occurring to brakemen, firemen and switchmen by assuming more of the attitude of foremen of the men working under their jurisdiction than is generally assumed—particularly where unsafe practices are concerned, which is by far the largest contributor to the accident record on all railroads.

What the brakeman, fireman or switchman knows about his duties and the way to perform them, he has usually learned from the conductors, engineers and yard foremen with whom he has been associated, and if he is inefficient and careless it is natural to infer he has not been properly instructed and trained. With the wider experience and longer range of service the conductor, engineer and yard foreman qualify as the best teachers for their younger brothers who generally look up to them as their models in the running and handling of trains.

Next to a careful man (the best known safety device) efficient supervision is the most prominent factor in the prevention of accidents. In train and yard service, the trainmaster, traveling engineer and yardmaster, while they can do much to promote safe practices, they can

not keep an eye on all crews at all times, hence that promotion should be supplemented by the men in direct charge of the work who should have the same pride in a clear accident record as should the foremen in other branches of railroad service. If the conductor, engineer and yard foreman were to require every man who worked for him, not only to know, but to comply with the safety rules of his railroad he would not only be enhancing the safety of his men and his own safety, but would be doing a constructive work for the labor organizations concerned as well as for the railroad world in general, for most men in railroad service have sworn to protect their brother workmen and the interest of their brotherhood. As there is nothing of such vital concern to a human being as his personal safety, the fulfillment of this vow by keeping a fellow worker from bodily harm ranks to my mind as the most important fraternal undertaking.

Safety is successful only in proportion to the interest the workers themselves assume in it. They are the ones who face the hazard and who suffer the consequences of carelessness, thoughtlessness and ignorance.

Safety is the guardian that stands between the employe and danger, guiding him safely home at night to the family he left in the morning.

The Study of Safety

To Members of the Milwaukee Family Who Operate the Finest Trains on Earth

Paper written by Conductor Bolton of the Rocky Mountain Division, and Read at the Special Safety First Meeting at Avery, Idaho, on June 29th, in celebration of the complete electric lighting facilities officially installed at Avery on that date.

I HAD my heart set on attending this wonderful gathering but that now is an impossibility, for when you listen to these few lines I will be heading eastward for quick delivery of No. 264 fast and very expensive cargo.

Right at the outset, I want to congratulate the Milwaukee Railroad for having selected and elected right out of their great family men who are capable and very enthusiastic workers, men who have tackled the many problems of Safety First with vim and vigor and a determination to solve them.

You have on this occasion made a very wise selection, that of holding your Safety First lesson right in a school room, for I know of no better place. Do not know of a finer or more interesting study, one whose worth can not be measured in dollars and cents and means more to all of us than anything in life. There can be no question in any of our minds that the most precious thing on earth, at least from a humanitarian viewpoint, is human life, and also the greatest asset of a people as individuals, or as a nation. And still we find that laxity of our obedience to the laws of common sense and good judgment, especially as to the preservation of life and limb, has seemingly, if not in reality, been the most neglected. To criticize and debate it in the right spirit is the finest school we can attend, even mistakes when recognized and analyzed are the richest pay dirt any one can pan.

So, I would deem this a privilege and a pleasure if I could attend your classes

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taking the part of a student in the great humanitarian school of experience, allowing that I am prone to make the same mistakes, take the same chances, and otherwise impose upon the laws of God and man, and I could only seek refuge in the words of the Good Book, "Come, let us reason together." To be very outspoken and right to the point, a dead person is not much interested in Safety First. We who are happy and are enjoying the fullness of life should band ourselves together under the banner and flag of Safety First, and our constant motto and guide should be that, which brings us face to face with the wonderful words we hear quoted so often, "Self-preservation is the first law of nature." Let us ask ourselves this question, are we zealously promoting the gospel of Safety First by exemplification as well as by preaching? Is the principle of eternal vigilance way down deep in our hearts or merely surface or exterior? Safety work can be effective only when everybody helps, by so living safely that it becomes an unconscious habit. To bring this about, the best way of making safety a part of our lives is by practicing it in our homes, on the street, among the children and everywhere. Thus, from small beginnings, permanent and larger accomplishments will follow and grow. A thousand little oversights around the home, if heeded and corrected will make us better safety men and women. And to bring that about, we men must solicit, ask, consider and insist that our mothers, wives and daughters take part. There is something in the heart of woman, that if she is given an opportunity to study and to analyze, she will invariably be found on the side of what is just and right, and any undertaking like Safety First that has just and right as its foundation is bound to succeed. Injury and death in most cases are the fruits of ignorance, carelessness and greed. And to get results, we must get to the root causes and apply the remedies. Our reward will be beautiful, sunshine, happiness, less worries and a richer and longer lived life.

To the Members of the Avery Family:

Want to rejoice and I am happy with you on this day and occasion. More light and plenty of power—electric power like Safety First means a release from burdens and worry and a happier people.

Wishing all of you the best time in your lives.

BOLTON.

Milwaukee Road

Modern equipment
Individual service
Longest electrified
Winning popularity
Always assuring
Unsurpassed comfort
Keeping alert
Employes covering
Entire system

Rector leads
Others follow
Additional service
Deserving favor.

M. J. BRENDON, Operator,
Superior Division.

Visitor: "But why do you call your small brother 'Flannel'?"
Bobby: "'Cause he shrinks from washing."



Retired with Honor

FRANK DRHA of Kingsburg, S. D., the oldest section foreman on the S. C. & D. Division, has retired from active employment, after having given forty-four years and eight months of continuous service.

Mr. Drha came to America in July, 1884, from Czecho-Slovakia, coming to Tyndall, S. D., where he began working as section laborer. He remained there three years and was then promoted on November 8, 1887, to section foreman at Springfield, S. D., where he has been in continuous service until July 15, 1929, when he retired from service. He has been under the supervision of Roadmasters Kinlin, Gregory, McMahon and Eaby.

He is now on the pension roll of the Milwaukee Employes' Pension Association, which he considers a very good organization.

Mr. Drha is 77 years, 10 months old and has always enjoyed good health. He is the father of six daughters.



C. M. Park, Commercial Agent,
Cleveland, Ohio



Milwaukee Athletic Club, Cedar Rapids,
Iowa. Members City League

If I Worked for the Milwaukee

A Friend of the Milwaukee

In the first place, you see I DO NOT work for The Milwaukee Road, or any railroad, and furthermore I never expect to be a railroader. I started out on that career when about ten years of age, and after stealing a few rides on flat cars up in the Northwestern yards of a small Minnesota town, my father severed my connection with the railroad by means of a very persuasive argument, and my railroad career came to a swift and complete finish.

But nevertheless, I still cling to my first love. I am susceptible to the same thrills, and why not? You Milwaukee folks may be too close to the picture, perhaps familiarity breeds contempt for those who ride dead-head, but take it from one of your cash customers, that there is a no more inspiring sight than to behold the OLYMPIAN swing into action on its majestic flight across the western half of our continent.

My wife thinks me funny (and makes peculiar and pointed remarks about my never growing up) when to satisfy my whim I travel 1,500 miles out of my way to ride on that train from the Pacific Coast to Chicago. But you see she never was a boy, and she will never know or feel the heart bumps of we boys when we see the cars go by.

I am not the only one that fate switched to a permanent place on a siding, instead of following a life on the main line. I have a very close friend who ought to find plenty of amusement in farming several thousand acres of land, but he likes the trains too. We ride quite a bit together. We have to cross the tracks of a fine and powerful railroad, noted for the high standard of its roadbed and equipment. My friend doesn't care a rap about the roadbed, or the box cars, or the Pullmans, but he is surely in love with the locomotives, especially the "....." type—he knows them all. After the last car goes by, he always reminds me that he still believes that he was cut out for a life at the throttle.

I presume that I first developed a general interest in The Milwaukee about the time I discovered that its cars resembled in color, the orange sticking out of the top of my Christmas stocking. Quite a good many years later, I became particularly interested in The Milwaukee in March, 1925. I am one of your countless friends who was astonished to read in the newspapers of March 17, 1925, that this once proud and powerful railroad was in the hands of the Receivers, by order of the United States District Court. Will you please pardon my mention of this unfortunate event, I allude to it for the reason that I believe that it has not only cured some of the ills, but greatly clarified the atmosphere surrounding problems of The Milwaukee. This important event in the life of your railroad must have been embarrassing to its officers and employes. After reading that piece of news, I immediately secured one of your yellow-covered system folders, and spreading the map before me, observed how The Milwaukee's tracks, beginning at Puget Sound (you see I live in the west, so that is my starting point), stretched straight as an arrow eastward

through the wooded Cascades, across the Columbia and over the Rockies, Bitter Roots and Belts of Montana, through the wheat lands of the Dakotas and the dairy lands of Minnesota, to the Twin Cities; here, crossing the Father of Waters, your rails bore southward through Wisconsin, the rich "home state" of The Milwaukee to Chicago. From Chicago the giant arms of the railroad reach down into the coal fields of Indiana, another line to Kansas City, gateway to the southwest, and still another line across to Omaha, where the west begins.

Surely I thought, there is business enough along these routes to support The Milwaukee Railroad.

The map showed competing lines, that not only were able to meet their bills, but pay very respectable dividends to their stockholders.

Why, then, the financial fall of this great corporation?

Well, there is no need to go into that matter now. I expect that first and last, hundreds of pages have been written, attempting to depict the cause of the trouble. I have heard the following reasons given:

1. Competition, arising out of the construction of the Panama Canal.
2. Inadequate freight rates.
3. High-bonded indebtedness.

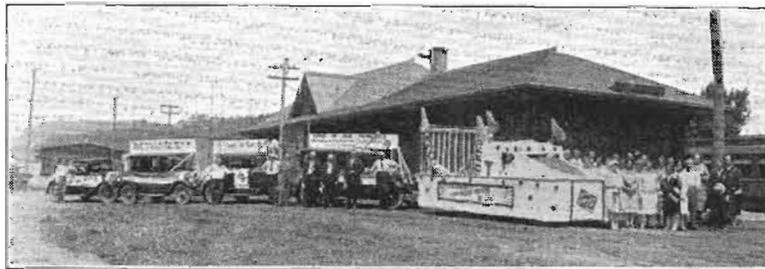
The Panama Canal was a great and successful governmental undertaking, now a national necessity, and I suppose it likewise affected The Milwaukee's competitors, yet none of them succumbed.

Likewise, these same competing lines operated under similar rate structures, and the trucks and busses continued to cut into their business as well.

It is reasonable to suppose that the Panama Canal, trucks, busses and private automobiles are here to stay. The railroads and those who operate them must realize that we cannot turn the hands of the clock backward. The answer to the problem is, that this competition can, and will be met, not necessarily by putting motor vehicles operated for hire, entirely off the highways, but by meeting them in fair, open battle, and furnishing the public with a SUPERIOR, MORE RELIABLE and DEPENDABLE class of service.

Military writers tell us that in the last analysis, wars are won by MAN POWER. The human element is the big thing in any line of endeavor. So it is in railroading. You might have the smoothest of roadbeds, and the finest equipment that money could buy, yet it requires loyal, careful and enthusiastic employes to breathe the breath of life into the thing, and transform it into an efficient and successful transportation system. I know you have labored well in the past, for The Milwaukee has always had a GOOD NAME. A good name is necessary at all times, and is indeed a tremendous asset in times of adversity. Every man on The Milwaukee's payroll, from the newest man hired today, up to the president, is a TRUSTEE of that good name. If I worked for The Milwaukee, I would feel that The Milwaukee might be judged by the way I turned out the particular kind of work allotted to me, and I would be up on my toes to do my job so well that my superiors could not help but notice it. I would do this, first, through loyalty to my road, and second, for the selfish reason that it would tend to hasten my own advancement.

The high-bonded indebtedness has been scaled down and applications for fairer rates are pending. After nearly three



Milwaukee Floats in Rapid City Parade

ABOVE is a photograph of The Milwaukee's representation in the Rapid City, S. D., Fourth of July Parade, a celebration witnessed by over five thousand people. In the parade there were one hundred and eleven floats representing ninety-seven industries. It took one hour and ten minutes for the parade to pass a given point, from which it will be noted, the celebration was an event of the first order.

Prizes for the most attractive float were awarded by popular vote, The Milwaukee receiving third prize. In addition to getting third place, we had the distinction of having the only club and the only railroad out of the three serving Rapid City, as well as having the largest representation in the parade.

Two 18x11 inch signs were placed on each of three decorated cars advertising the time of our freight delivery service

from Chicago, the Twin Cities, Omaha, Sioux City and Sioux Falls to the Black Hills. One car was reserved for those of our veterans who were on hand, they being Engineers Newbowers, Smith and Johnson and Conductor C. J. Wilson and Section Foreman Dan Kemmerling. On this car was advertised our all-steel electric-lighted passenger trains with through sleeping car service, Black Hills to Chicago and East, on one side; and on the other—"Some of our pioneers who have served the Black Hills for twenty-five years without injuring a passenger." The float carried our Milwaukee emblem with signs advertising the Black Hills chapter of The Milwaukee R. R. Women's Club. The Women's Club certainly deserve a lot of credit for their efforts and the expense they incurred in making this affair a success. More luck to them.

years of Receivership, the property was turned back to its owners in excellent condition, so that it can be truthfully said, that in January, 1928, The Milwaukee Road was launched upon a new career of service, and that brings me down to the title of my story—"If I Worked for The Milwaukee."

Well, in the first place, if I worked for The Milwaukee, I would be proud of the fact that I had the great privilege of being one of fifty thousand employes, lined up at the tape, ready to start the road on its race for leadership in the Northwest.

If I worked for The Milwaukee, I would try and acquire a few shares of its stock and feel that I was one of the owners of the property, and anxious to have my business attain the highest degree of success.

Would you like to know how we outsiders who aren't on the payroll judge a railroad? We are a lot of fish when it comes to the technical side of the game, but in the eyes of the people who pay cash to ride, and ship pigs and oranges, the following things are very important:

1. COURTESY (lack of it will wreck both your home and your business) nor do I desire to leave the impression that Milwaukee employes are not courteous,

on the contrary, I have always found them so, or I would not be interested enough in you to write this story. Nevertheless, courtesy like the safety habit, is a thing that must be ETERNALLY and EVERLASTINGLY CULTIVATED and PRACTICED by each and all of us.

2. Always try and impress your patrons with the fact that you APPRECIATE their business.

3. Don't be afraid to ASK for business. The world certainly likes prosperity, and I am sure that your friends in your home town, and your chamber of commerce would rather see The Milwaukee prosperous and paying dividends than have a repetition of recent unfortunate events. Remember that it flatters the average man when you tell him that you APPRECIATE and NEED his business.

Last of all, with fifty thousand employes working toward the same goal, I am sure that The Milwaukee standard would soon be the YARDSTICK by which the service furnished by other railroads would be measured. With fifty thousand loyal workers each doing his level best to do his job well, then I am quite sure that not merely the OLYMPIAN and the PIONEER, but the whole system would soon be running with TIMKEN-BEARING smoothness.

Let us hope that the bad times are behind you, that success and prosperity are straight ahead. If I worked for The Milwaukee I would pound ENTHUSIASM into my job. Every morning when I went to work I would join the big parade, a new offensive, to show the world that The Milwaukee Road was coming back STRONG.

Last fall I saw a wonderful football game. Two rival teams, which before the battle, appeared evenly matched. Man for man, they were about the same height and weight, and each had an excellent coach. So much alike were they that each team appeared to be the counterpart of the other. But after an hour's struggle, one team won a glorious victory, that brought eighty thousand rooters to their feet, and the other team went down to defeat. Under the jerseys of the victors was something that the other side lacked—TEAMWORK and PUNCH. And it takes just that, to get us over the rough places, in work as well as sport.

With this spirit all along the line, your splendid man power will certainly prevail, and then your friends, your patrons and the general public (not merely your colorful advertisements) will proclaim, yours, the FINEST AND MOST PROGRESSIVE RAILROAD IN THE WORLD.

CLAIM PREVENTION

FRIGHT
THIS
UP
HANDLE
WITH
CARE

Stove Damage

DURING the first five months of the current year the C. M. St. P. & P. Railroad Company paid out a total of \$9,582.00 in the way of claims covering damage to shipments of stoves and ranges, this in spite of the fact that a very strenuous campaign has been carried on for the past several years with a view to preventing damage to these shipments.

Therefore to again emphasize the importance of properly handling such shipments, we are quoting below excerpts from article written by Mr. A. P. Kivlin, engineer, Freight Container Bureau, A. R. A., same having appeared in the publication "Barrel and Box," July, 1929, issue:

"The use of gas and electric cook stoves has increased tremendously during the past decade due to both social and economic conditions. As a result more stoves had to be produced by the manufacturers which, of course, increased the number of stoves being shipped by freight over the railroads.

"This increased production of stoves, which in turn resulted in increased traffic for the railroads, would normally cause an increase in the amount of claims paid by the carriers for damage to stoves while in transit.

"There were several factors which contributed to this increase in amount of damage to gas and electric ranges which

was being experienced during this period, and they should be carefully considered before taking up the general subject of a proper method of packing and crating these types of stoves.

"We should first consider the facts that the stove manufacturer who had always made cast iron coal and wood burning stoves now found it necessary, owing to the trend of times, to go into the production of gas and electric ranges in order to keep his foundry running. This manufacturer, at that time knew little or nothing about the manufacture of these types of stoves, with the result that his period of experimenting and development proved expensive not only to himself, but to the carriers also, owing to the faulty design of the stoves which he was producing.

New Type of Stove Being Made

"It was during this period also that the use of, and the demand for enamel stoves was becoming greater and greater. Here again much had to be learned by the stove industry as to the proper way to apply enamel so that it would not chip off or otherwise become damaged while in transit.

"On the other hand, the carriers realized that it was almost physically impossible for them to transport this new type of stove without a considerable amount of damage occurring unless more thought was given to the design of a proper crate that should be used for this particular

traffic. At the same time special emphasis was made that the stove manufacturers' desires and needs on this important matter should be given careful consideration and that no crate should be recommended that would be difficult to construct or prohibitive in cost.

"It might appear at first thought that an assignment of this kind would be a tremendous one, but if one has the good fortune to attack and lay out a problem in the right manner a solution oftentimes becomes self-evident. In this study it was necessary to enlist the good will of the various stove manufacturers and their associations and convince them that the study to be undertaken was in their interests, and that the engineers making the study had nothing to sell and were not particularly anxious as to what type of a container they used as long as the stoves went through to destination intact.

"The stove manufacturers at once realized the good that would result from this study and gave their whole-hearted support to the engineers in charge of this work. These engineers, who were employed by the Freight Container Bureau, American Railway Association, visited practically every stove manufacturer in the United States and Canada in order to study each manufacturer's problems, not only with regard to the packing and crating of stoves, but wherever possible, to study the construction of each particular type of stove as it was being manufactured and assembled in the foundry.

Study Brings Out Standard Crate

"As a result of this study a crate was recommended, which was of a standard type of construction and which could be used to good advantage in the shipment of cabinet gas and electric ranges.

"It was found that this crate could be made by the stove manufacturers themselves from the crating material or lumber which they might happen to have available. If desirable, the stove manufacturer might buy his crating material all cut to size, from any lumber company dealing in crating material and thus take advantage perhaps of a little better grade of material at no increase in cost due to the fact that the lumber dealer might be able to utilize his short-length material. In either case, the stove manufacturer would be assured of a crate of maximum strength at a minimum cost.

"Under these circumstances it was natural that the various stove associations in the United States and Canada should place their stamp of approval on this type of crate, which was recommended to them back in 1922, and at the same time suggest that their members adopt it for shipping the gas and electric ranges which they manufactured. Needless to say, the stove manufacturers, practically without exception, adopted this standard type of container until its use has become almost universal.

Blocking Stove in Crate

"As previously stated there are certain grades of gas and electric ranges which cannot be bolted to the bottom section of the crate. These ranges are usually constructed with a very frail base band so that if bolts were used to hold the range in place the results would not be satisfactory, especially if the ranges were of the enameled type. Container engineers should always make certain that the base of the range is of rigid construction before recommending the use of hook bolts for holding the range in the crate.

"If the stove manufacturer cannot see his way clear to redesign the base of the range so as to make it more rigid, it is suggested that he use a method of blocking by means of wooden strips. This method consists of making a framework of wooden strips nailed securely to the bottom of the crate. This framework should completely encircle the range and be of such a size as to hold the stove snugly in place. The crate should be of such a height that when the top of the crate is added it will come in close contact with the top of the range and hold the range securely in place in this framework. Care should be taken to use pads or corrugated strawboard between the top of the crate and the top of the range so as to protect the enamel. When this method of blocking is used it is absolutely necessary to have a crate constructed with diagonal braces so that it is rigid and will not weave or become distorted while in transit.

Clearance

"All crates should be constructed with a clearance of at least one inch between the sides of the crate and the sides of the stove. If wooden blocking strips are not used for holding the stove in the crate, there should also be a clearance of one inch between the top of the stove and the top face of the crate.

Construction of the Standard Nailed Wood Crate

"In constructing nailed wooden crates it is necessary in order to have a good strong substantial crate, to carefully consider what constitutes good crate construction.

"1. Always use lumber which is well seasoned so that the crate will not dry out after being constructed. This drying out process oftentimes causes the crate to become weakened due to shrinkage and consequent nail-pulling.

"2. The lumber should be sound and free from large knots, knot holes and bad cross grain.

"3. The material should be of such a size as to have enough body to withstand trucking and be amply able to protect its contents from any other articles which might be placed either upon or against the crated range.

"4. The right number, size and spacing of cement-coated nails is essential for good crate construction.

"5. All end grain nailing should be eliminated, and where nails are driven through two members the points of the nails should be clinched.

"6. The crate should be constructed with 3-way corners, as this type of corner is the strongest corner that can be made with a minimum amount of lumber.

"7. Diagonal braces should be used on all six faces so that the crate will be rigid and be able to withstand any reasonable outside forces or weights which might be brought to bear against it. The crate, in other words, should protect its contents and should not depend upon its contents for support.

"8. The article in the crate should be always securely blocked so as to prevent it from moving about within the crate and thus become damaged."

The foregoing emphasizes quite clearly the absolute necessity for careful handling of stove shipments at all times, and we would like to take this opportunity to suggest to freight house employes that instead of dropping crates from two or four-wheeled trucks, they secure such assistance as will enable them to set the crates to the floor of the car or warehouse, and thereby avoid the damage which we feel oftentimes occurs as the result of dropping.

Savanna Yards

Station "W G C" Remote Control

MR. GEO. (PECK) CORRELL is acting chief caller in place of Miss Jewel McGrail who is spending a much needed rest from her duties. Miss McGrail is vacationing at Yellowstone Park. She took two overcoats along with her as she was warned of the cold weather out there at this time of the year.

Chas. Welch, operator Savanna yards, is spending his vacation at Ottumwa, Iowa. Operator O'Connor relieving.

Switchman J. Beasley and wife left the early part of August for California, to spend a month's vacation.

Switchman Bert Follett was laid up several days with throat trouble.

Assistant Yardmaster Kentner attended the races at Sterling and Davenport, Iowa.

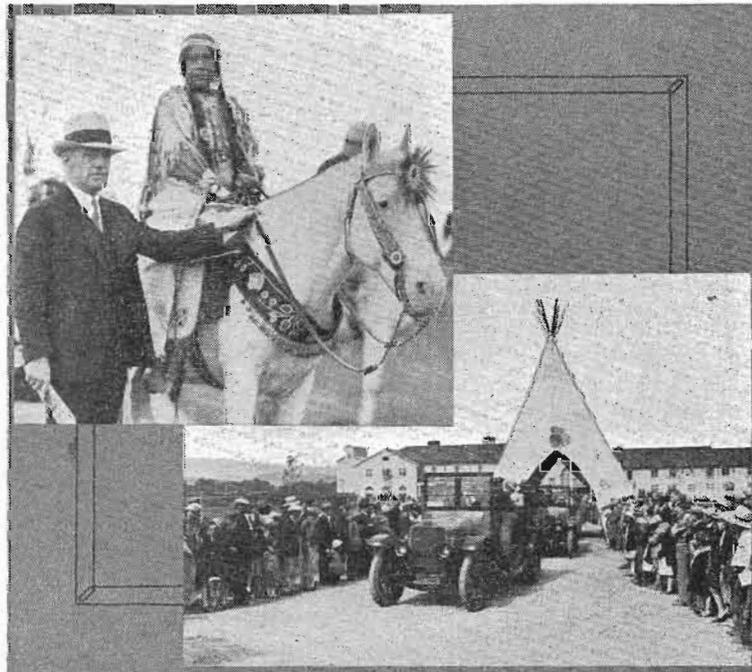
Assistant Yardmaster G. Dahl and family, have just returned from two weeks' vacation in Minneapolis and Canadian points.

Geo. Correll, chief caller, is very much interested in the pennant fight now being waged by the Chicago Cubs. He says they cannot win every game every day.

Business is very good in Savanna Yards at the present time.

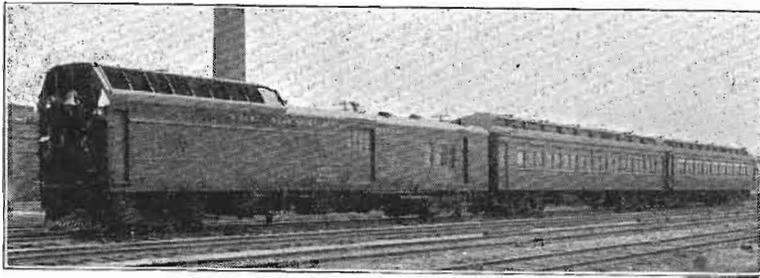
Absolutely

"A man has the right to control his wife," states a judge. "And a left to defend himself if she resents," adds the Wall Street Journal.



Top.—General Manager (Lines West), C. H. Buford, Directing Flathead Indian Paraders at Gallatin Gateway Opening. Below.—The Park Buses Passing Through the Big Teepee at Gallatin Gateway Inn.

Current News of the Railroad



The New Smokeless Steam Locomotor Heading a Passenger Train

A New Type of Motive Power

A Unique High Pressure Steam Engine Acquired by The Milwaukee

A NEW and unique high pressure steam engine that promises to maintain the supremacy of steam for transportation purposes in many important divisions of the railway field, where electrification or motorization has been considered, has been acquired by the Milwaukee Road.

This new type of motive power is named in honor of its progenitor, the locomotive, and is called the "Locomotor," the first of which is to go into service between Milwaukee and Mineral Point, Wisconsin.

The development of the locomotor has covered ten years of work in the laboratories of the International Harvester Company, and during the last three years practical service tests have been made in conjunction with The Milwaukee by the Harvester Company and the Ryan Car Company, who are putting it on the market.

To all outward appearances the locomotor resembles a modern steel baggage car. It is sixty-one feet long and weighs 117,000 pounds. Steam is generated in a small compartment in the forward end of the car, where the controls are located. The engines themselves are fastened under the car to permit the floor space being used for baggage, express and mail. The number of coaches that can be hauled by the locomotor is determined by the schedule to be maintained and the grades encountered in the territory where it is to be operated.

The new unit uses steam at six hundred pounds pressure, which is about three times the normal pressure of the modern steam locomotive. Steam is not stored in any large quantity, but is made only as needed. The fuel used is either distillate or ordinary furnace oil, automatically fed, and is burned so completely that there is no smoke. Unlike gasoline exhaust, the gases from the burned fuel are not poisonous. The steam itself is condensed and the recovered water is used again to make steam.

Power is applied to both rear and forward axles without the interposition of transmission gears. Journals are of the new roller-bearing type, enabling the car to be started with a minimum of tractive effort, and without noise or vibration.

We have on the system various runs where the locomotor promises economies in operation and benefits to the communities it will serve, while maintaining the

road's high standard of service, and its performance will be watched with great interest.

Vice-President Gillick says of this new type of power: "This new development



Builders and Buyer Inspect "The Works" of the New Locomotor. Left to Right.—L. B. Sperry, I. H. Co.; W. M. Ryan, Ryan Car Co. and General Manager (Lines East) O. N. Harstad

indicates that the possibilities of steam have not been exhausted for transportation purposes, and steam may yet prove superior to the substitutes that have been offered, without the necessity of making radical changes in equipment and other facilities."

Arthur Brisbane Writes of Milwaukee Service

"The World's Greatest Columnist" Comments on Service and Route of the Olympian in His "Today" Column in Hearst Newspapers

FROM Aberdeen, S. D., he writes:

"Aberdeen, S. D., July 31.—This is written on 'The Olympian,' Chicago, Milwaukee, St. Paul and Pacific Railroad express running from Chicago to Seattle through Wisconsin, Minnesota, South Dakota, Montana and through Washington to Puget Sound and Seattle, chief city of the Northwest.

"On roller bearings, 'The Olympian' runs as smoothly as a baby carriage. One engine starts and pulls smoothly a train of twenty cars. It could pull only thirteen cars without roller bearings. Just now, between Milbank and Summit, S. D., the train with one engine goes thirty miles an hour up a steep grade where two heavy engines formerly puffed slowly pulling a shorter train. H. A. Scandrett,

president of the St. Paul, manages a good railroad well.

"This road from Lake Michigan to the Pacific, just under the roof of the United States, runs along a straight line separating from British Columbia, Alberta, Saskatchewan and Manitoba, what is known to the East as 'God's own country.' The East should come here and get acquainted with that country."

From Butte, Mont., August 1:

"This day on the St. Paul Line is spent going hundreds of miles through the state of Montana, Senator Walsh's state. There is plenty of room left in the United States. You could hide the population of the earth in the Rocky Mountains over which this electric engine is climbing, and they would have plenty of room.

"Through the northern plains of Montana you climb past round foothills, up to the top of the Rocky Mountains, and for forty minutes down the other side to Butte, the state's great pocketbook.

"Before you reach Butte you ride up the Rockies to the continent's stony backbone, where a pail of water correctly spilled flows half toward the Atlantic and half toward the Pacific.

"Sitting at the front of the electric locomotive the engineer, L. J. McCormick, climbs a hill 2,000 feet high, twenty miles long, in one hour, hauling a load of eight million pounds. Think that over. He looks up at two copper wires, each smaller than your little finger. They feed him power to lift the eight million pounds.

"That makes you respect electricity. Mr. Ryan, head of the Anaconda Copper Company, gets that electric power from waterfalls off in the mountains and sells it to the St. Paul Railway.

"The heavy train on its way down hill manufactures electricity, as a waterfall manufactures it, by the power of gravity. The current thus manufactured is pumped back into Mr. Ryan's wires, and he makes deductions on the electric power bill that he sends to Mr. Scandrett, head of the St. Paul. All business-like and amazing."

New High Record for July

FREIGHT business over the Kansas City Division reached a new high record for the month of July. Business for July was eleven per cent greater than any other month in the history of the Kansas City Division, the previous high month being May of this year. Also, during July, 1929, the business was twenty per cent greater than for the corresponding month of 1928.

Work on the Terre Haute Division

AN extra gang, with W. A. Moberly in charge of 150 men is going over the entire Terre Haute Division, laying steel at various points.

The new coal station recently installed at Terre Haute has worked out successfully.

The gravel pit at Terre Haute is a busy place now. It has recently been stripped and from twenty-five to thirty cars per day are being loaded.

Illinois National Guard at Camp Grant

NEARLY two thousand members of the Illinois National Guard, including the 132nd Infantry and 108th Engi-

neers left Chicago August 3rd over The Milwaukee for Camp Grant. Five special trains were required to carry the troops and their equipment. Out of town detachments were from Decatur, Springfield, Delavan and Pontiac.

come in contact with them as it passes over the box. These discs are about 12 inches apart and are designed to apply the oil equally around the flange of a standard car wheel. The discs on the first

the tangent rail but as soon as the wheel reaches the curve and is forced against the ball of the rail, application is made.

The machines have not been in service long enough on this road to indicate what

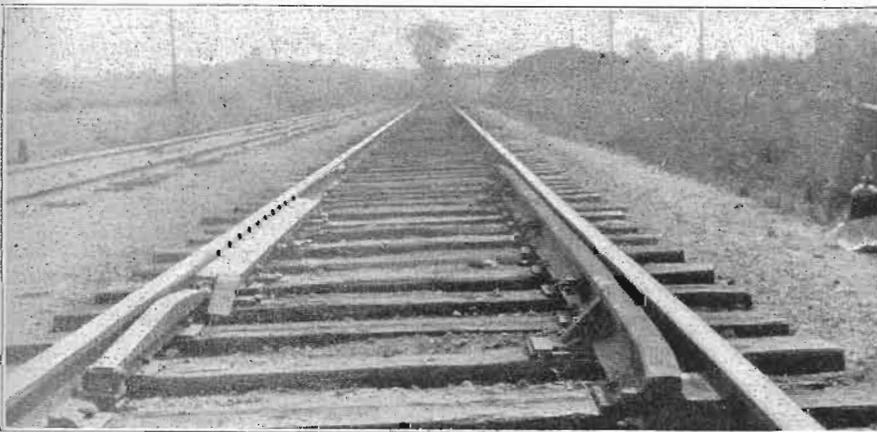
Automatic Rail and Flange Lubricators

T. H. Strale, Engineer of Track Elevation

AMONG the many interesting devices which have been brought forth in connection with track maintenance the automatic rail and flange lubricator deserves attention. The invention provides means of applying oil or grease to the inside edge of the high or outer rail of curved track with the object of preventing or minimizing the wear of the rail resulting from the pressure of the engine and car wheels while traveling around the curve. Likewise wear on the wheels themselves is also prevented or reduced.

As we all know, the thrust or pressure of the wheels towards the outside of curve varies in intensity with the degree of curve, speed of train, etc. The amount of wear also depends upon the number of trains or wheels passing over the tracks. In extreme cases it is necessary to change the outer rail on account of wear after a life of only a few months, but possibly a better average would be two or three years.

The first installation of this machine on The Milwaukee Road was the Derrick machine, invented and patented by Assistant Superintendent J. D. Derrick of the Radford Division of the Norfolk and Western Railroad. The illustrations accompanying will give a general idea of the appearance of the machine as first installed. There have been some improvements lately in minor details which permit placing it on steeper grades and there



Derrick Automatic Rail and Flange Lubricator

has also been an improvement in the manner of operating the discs.

The long, narrow box contains the oil or grease which is of such a nature that it will carry a considerable distance without being thrown from the wheel. Two grades of oil are furnished, one for summer and one for winter, the former being thick, the latter thin. The leather discs which transfer the oil from the box to the flange of the wheel are ten in number and it will be noted that they are so set that the flange of the wheel must

This is a better scheme in that it eliminates the so-called loose or swinging tie. A guard rail is placed opposite the oil box to hold the wheels away from the rail on the disc side so that the discs themselves will not be ground to pieces between the flange of the wheel and the head of the rail.

The grease or oil is carried by the wheel flange for a distance of two to five miles, depending on the grade and alignment or amount of curvature of the track. As a rule there is no grease applied on

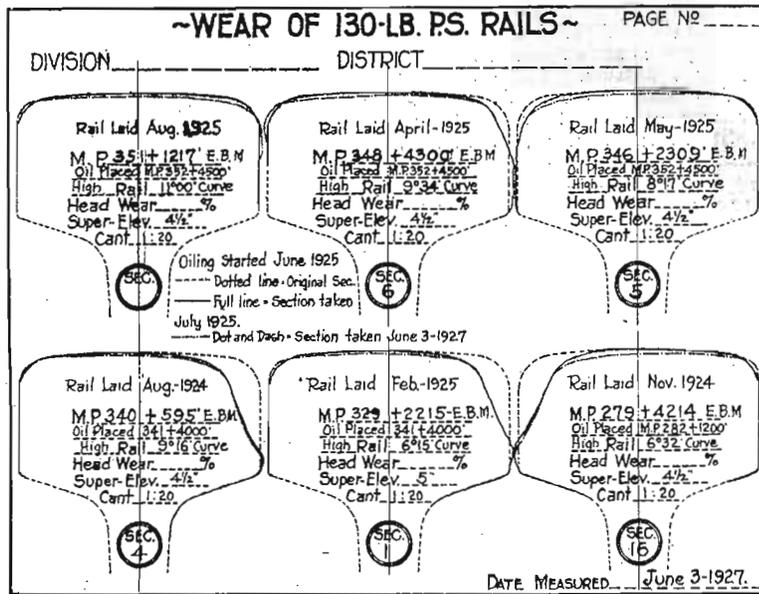
they accomplish, so we are therefore using a print furnished by the Norfolk and Western Railroad, on which are indicated the results of a period extending from June, 1925, to July, 1927. The oiling on this particular division was started in June, 1925, and the full line indicates the contour of the rail taken during July, 1925, while the dot-and-dash was taken on June 3, 1927. The dotted line indicates the original section of the rail when it was laid, and the amount of wear between the dotted and the solid line is that which then took place before he oiling was commenced. The amount between the dotted line and the dot-and-dash line is what wore away between the time the oiling was started on June 3, 1927. It will be noticed that this is almost negligible and gives a very good idea of what may be expected with our machines.

There are other forms of these oiling machines which are being tried out and which will no doubt be successful, but they all have the same object in view—namely, to prevent wear of the high rail. The return on the investment is large, as the cost is small in comparison with the expense of changing out rail.

Installations have been made at various points on the Kansas City, Illinois, Iowa, Chicago Terminal, River, Rocky Mountain, Idaho and Coast Divisions. They require a considerable amount of care and the grade or consistency of the oil or grease used is an important factor in their successful operation. There will undoubtedly be further improvements in their design which will eliminate the difficulties now encountered and they will become an integral part of track construction.

Insurance Agent: "Sir, I would like to insure your office furniture."

Chief Clerk: "We will insure everything but the clock; and Mae watches that."



A "Milwaukee Road Post" American Legion

RECENTLY ex-service men now in the employ of the Milwaukee decided to form an American Legion Post. A charter has been drawn and the Post is under way, being known as "The Milwaukee Road Post." All employees of this company who are ex-service men are eligible for admission. Those desiring membership should communicate with Ray Wiemer, care Local Freight Office, C. M. St. P. & P. R. R., Milwaukee, Wisconsin.

Half Way Around the World

COUNT GALLEAZO, Ciano de Cortellazzo, the son of the Italian Minister of Communications at Pekin, China, arrived in Chicago on The Olympian, August 15th, enroute to his home in Italy. The gentleman, ere he reaches home will have half girdled the globe.

The Greatest Number Ever Carried

Art Crafts Guild Have Record Number of Tourists for Yellowstone Park-Gallatin Gateway Tour

WHAT is believed to be the greatest number of tourists ever carried on one special train out of Chicago on the "personally conducted-all expense plan" conducted by the Art Crafts Guild left Chicago, August 4th, over The Milwaukee, enroute to Gallatin Gateway, for a tour of Yellowstone Park and the Pacific Northwest.

These tours, known as "House Parties on Wheels," leaving Chicago every Sunday during the summer, over The Milwaukee for a two weeks' trip, are growing in popularity. They are very carefully selected and conducted, assuring the travelers a maximum of pleasure, comfort and scenic enjoyment.

The Stopless Stop-Over

Patrons of Our Transcontinental Trains Again Enjoy the Beauties of the Twin Cities in a Motor Drive Between St. Paul and Minneapolis

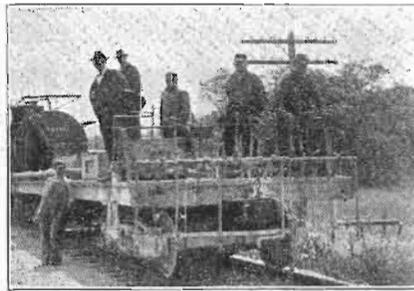
PATRONS of The Olympian and Columbian have again this year, been given the thrill of a drive by sight-seeing motor coach during the time these trains negotiate the stops and distance between the Twin Cities. The cost of the motor trip is one dollar per person and the opportunity to see the most interesting parts of St. Paul and Minneapolis in the 55 minutes allowed for the drive is just one more attraction offered to the patrons of The Milwaukee.

Newspaper Executives on Tour

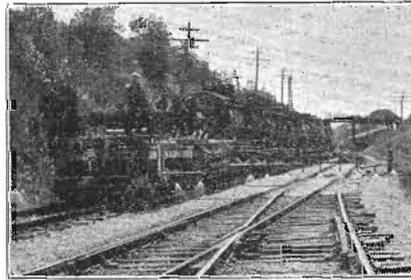
More than One Hundred and Twenty-Five from Illinois, Indiana, Iowa, Wisconsin and Missouri Points on a Four-Day Trip Through the North Woods Region

MORE than one hundred and twenty-five newspaper men of the five states above, left Chicago, August 9th, in a special train over The Milwaukee, for a four-day outing in the Northern Wisconsin and Upper Michigan regions. The tour is known as the Summer Recreational Trip and is sponsored by The Con-

solidated Water Power and Paper Company of Wisconsin Rapids. Enroute, the party stopped over at Madison, Wisconsin and at Kilbourn for a trip through the Dells of the Wisconsin River. The party visited the paper plants and offices of the Consolidated, and Duluth, Superior, Ashland, Bayfield and other places were visited.



The Road Oiler



The Oiler in Action

Oiling the Right of Way

For Greater Comfort of Travelers

TO provide greater comfort for our patrons by eliminating dust during dry spells, more than seven hundred miles of the right of way in South Dakota and Montana have been oiled.

The road oiler consists of a gas motor car with sprays between the rails and for a distance of four feet beyond the ends of the ties.

Attached to the motor is a tank car with a capacity of 10,000 gallons of asphalt and crude oil. This amount of oil will ordinarily cover fifteen miles of track and the oiler travels at the rate of five miles an hour while in operation.

The work has been very successful in laying the dust, in spite of the high winds prevalent in those sections, and there has been during this summer, little or no dust to annoy the company's patrons.

A Wonderful Fishing Season

Fishing in Northern Wisconsin and Upper Michigan Exceptional. The Fisherman's Special Operating in Two or More Sections

FISHING in "The North Country" has been better this year than ever before, and General Passenger Agent W. B. Dixon has been telling some splendid fish stories in his weekly bulletin, called "Fish Tales." "The Fisherman's Special" train has been operating in two or more sections to and from the lake districts over the week ends during this summer.

The New Arrow Train Receives Much Attention

THE new equipment on the Arrow has occasioned some very favorable comment for The Milwaukee since the 26th of July, when it went into service between Omaha and Chicago.

Upwards of four thousand people inspected the new train while it was on display at the Omaha passenger station and for several nights after the equipment was placed in service on the regular run numerous folks along the line were at the stations to get a passing view of the new cars.

The local newspapers at the larger terminals on the Iowa Division have given considerable publicity to the new equipment and this is resulting in increased patronage which proves that it has been beneficial advertising.

W. D. Griffiths Appointed General Agent

EFFECTIVE August 1st, Mr. W. D. Griffiths, since March, 1914, local freight agent at Sioux Falls, has received the well deserved promotion of general agent at Sioux Falls, a new office in that city.

The new position gives Mr. Griffiths supervision of freight and passenger business in Sioux Falls. He is a veteran in the service, having started with The Milwaukee, August 1, 1893, as station helper at Hull, Iowa. He became telegrapher at Sheldon in 1896, continuing at that point until 1901, with the exception of a period when he was in the army during the Spanish-American war.

He was agent at Pukwana and Lenox, going in 1903 to fill the same position at Scotland, where he remained until 1914 when he was transferred to Sioux Falls as freight agent.

Illinois Division Improvements

ILLINOIS Division Foreman C. A. Drawheim, with his relaying gang of 130 men, have completed 25 miles of new 130-pound rail this year, doing a very good job at less cost than the system average. This is the best record ever made on the Illinois Division.

Foreman Fred Mallas and Foreman N. F. Alberts, with surfacing gangs of 225 men each, are just completing the ballasting of 30 miles of track, between Elgin and Kirkland, Illinois. This work was so well organized and handled so efficiently that the job has been done approximately thirty-five per cent cheaper than it has ever been done on the Illinois Division.

We are now engaged in the work of the extension of Nahant Yard. It is a much needed improvement and will permit the faster handling of cars through that yard and relieve the congestion due to the increased business from the Kansas City Division.

Last year we completed the artificial ice plant at Savanna, Illinois, rearranged and extended the yard at that point, permitting two trains of twenty-two cars each, to be iced at the same time.

In the past eight months we have erected six water treating plants on the Illinois Division, located at Spaulding, Elgin and Davis Jct., Leaf River, Kirtledge and Savanna, with a capacity of

12,000 gallons per hour to 40,000 gallons per hour, to provide clean soft water and eliminate scale, leaking and foaming engines.

Also, smaller improvements have been made such as the construction of adequate and well drained stock yards at Lanark; the drainage of station grounds and wet cuts; the construction of hard-surfaced and well drained driveways at station grounds; and the extension of

passing tracks and switching lead at East Moline.

We have also replaced many of our steel bridges in the past two years with heavier structures: One of these was the renewal of the bridge over the Rock River near Byron. This was a large steel structure consisting of five 160-foot spans.

Extensive repairs were made on the bridge over Rock River near Elgin, Ill.

It was estimated that the cost of the work would be \$4,500.00; however, by taking advantage of the low water during the month of July and eliminating the necessity of expensive staging and other temporary work around the piers, the work was done for \$582.00—saving approximately \$4,000.00 for the Milwaukee Railroad.



Loading Grain Cars to Maximum Capacity

THE American Railway Association have arranged for distribution throughout the country of a circular, copy of which is reproduced below:

Prior to Midnight Per Diem Deliveries

IN the August issue of the Magazine, an item appeared indicating the splendid results being obtained in the Chicago Terminals in the matter of prior to midnight delivery of cars to connecting line.

Dubuque Division

E. L. S.

ANOTHER one of the boys in the superintendent's office has left us to work in Chicago, John Arensdorf being the lucky one. He commenced work in Mr. J. L. Brown's office July 22. We don't like to admit it but we do miss you, John, and wish you much success.

Elmer Schwinn has accepted position on Mr. Lollis' car, and thus we see him occasionally when the car is on our division. The work seems to agree with Elmer and he likes it first rate, he says.

A very sad accident occurred July 18 to one of Dubuque Division conductors, S. W. Kinder, known as Wesley or Sam Kinder, aged 34, who was drowned while on leave of absence and working for a contractor at Dubuque docks. Mr. Kinder was in charge of a pile driving crew and had just about completed the work when he had the misfortune to fall backwards on the piling that had been driven, into the river, and never came up. His body was not recovered until late Saturday evening, July 20. Funeral was held Monday, July 22. He was well liked by all who knew him, was a good worker and a cheerful one, and will be missed by his associates.

He leaves to mourn him, his wife and four small children, also his father, John S. Kinder, conductor on Preston Line, mother and one brother, who surely have the sympathy of Dubuque Division employes and friends.

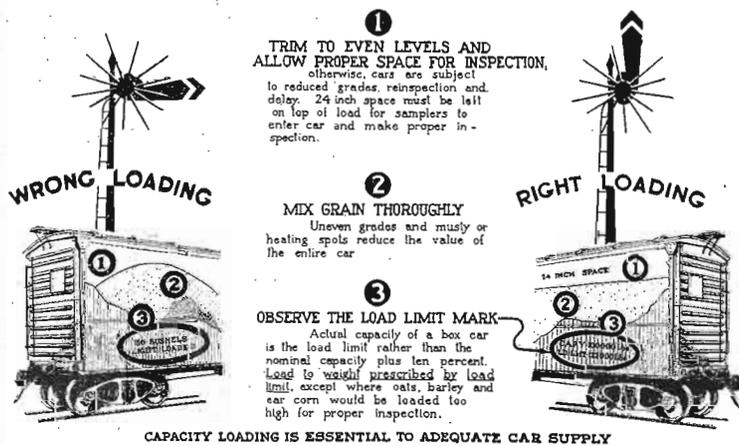
Ray Hursey's mother underwent a serious operation at Finley Hospital, Saturday, July 20, but at this writing she is getting along fine and will be removed to her home soon.

We have an additional "headlight" in the superintendent's office, W. A. Stafford, and welcome him to our midst. William or "Bill" is relieving John Arensdorf.

Martin Galvan, general bridge foreman, underwent an operation recently, for the removal of one of his eyes, which had been bothering him for some years. He is reported to have completely recovered and feeling fine.

Geo. Mahood, Dubuque Division brakeman, who injured his knee last February, takes this means of expressing his sincere thanks to Dubuque Division employes and friends for their kind assistance in a financial way and also other courtesies extended to him. He is able to be about with a cane, but it will probably be some weeks before he will resume work.

OBSERVE GRAIN LOADING SIGNALS



FOR YOUR OWN PROTECTION

Maximum Load Limit

DURING the month of July we loaded more cars of grain than in any similar month during the past five years and all indications point to our having a very heavy movement this year, notwithstanding that the crop in some districts will probably be less than it was last year.

Too much cannot be said about the necessity for loading all cars to the maximum load limit in order that the cars available will move the largest possible quantity of grain. Distribution of the circular has been made to shippers on our railroad as well as to agents in the grain territory.

At the Twin Cities during the month of June, every per diem run made the delivery prior to midnight except one run which did not reach the connecting line until 12:10 A. M., thus losing the per diem on 63 cars in the train or a loss of \$63.00. This also is a splendid performance and indicates that all of our employes are doing their bit to get the cars to connecting line prior to midnight.

A Joke

When the two little sisters had been informed that twin brothers had been added to the family, one of them said:

"Well, that's sure a joke on us; we prayed for a new baby brother, but we thought we were talking about the same one."

The Milwaukee R. R. Women's Club

Tomah Chapter

Mrs. Herman Lanke, Historian

HURRAH, our annual picnic, Sunday, June 30, was a big success. The weather man gave us a beautiful day and everyone, old and young, enjoyed themselves immensely. We had games and stunts for the children, giving prizes for each. The club furnished free ice cream to everyone.

The men and older boys enjoyed themselves by tossing horse shoes, playing ball, and we know from the noise they made they had a very good time.

Our picnic promoted a better social feeling among club members, and we hope it will be the means of increasing our membership.

As there is no meeting for the month of July and nothing to write about, I'll take you for a trip down the Mississippi, as suggested by reading the Adventures of Tom Sawyer and Huckleberry Finn.

Our sojourn upon this earth is often referred to as "Our Tree of Life," or "The River of Time," and as I hope our stay upon this planet will be a long one, I have decided to take you on a journey with me down one of the longest rivers in the world, the great Mississippi, and perhaps as our journey proceeds we will see some similarity between that ever-growing and expanding stream and the growth and expansion of our club as it moves on from year to year, and we keep on working to help the sick and needy.

This great river is born in a little pond called Lake Itasca, up in the hill land of Minnesota. It is a pretty little lake, encircled with green forests and often the tremulous laughter of the loon drifts over its quiet waters.

The stream that leaves the lake is little more than a creek, yet it is narrow and deep and swift and seems not an unworthy beginning of the mighty river it is to become; and so it is with our club. We were all little children who had to learn to walk and talk, but we are not unworthy beginnings for the work we are trying to do.

As the river pushes on its way it becomes broader and more tranquil, but when it arrives at the "Twin Cities," the great manufacturing center of the northwest, it is still a very moderate-sized stream. At Minneapolis the river takes its first foaming leap over the falls of St. Anthony and for a little way the waters become an impressive torrent, not unlike our president-general and her staff. They took their first steps and started our club, filled with the importance of this step of advancement.

But after the first year of club work and knowing we have the board at Chicago behind us, we settle into club life. And so between the sturdy bulwarks of the Minnesota and Wisconsin's picturesque bluffs, the river makes its way. It is a lovable stream here, clear and swift and cool, not muddy like the broader river below. After passing through the monotonous flat prairies of southern Minnesota, the river reaches Iowa's border, where beautiful farming country rolls away on either side.

As many interesting and delightful things happen during our club day, so the Mississippi is filled with changes and fascination. Among the many things of interest which the Mississippi has to offer to the traveler are the boat dwellers.

For them the river is a great ever-changing highway, a bountiful fairy stream. From the logs afloat upon its surface they gather the wherewithal to build their homes. All the way from St. Paul, thousands of these water gypsies can be found, in all sorts of house-



Mrs. Minnie Seitzberg, President, Savanna Chapter



Mrs. H. W. Wade, President, Harlowton Chapter



Mrs. A. DeVere Browning, President, Tacoma Chapter



Mrs. Geo. J. Ryan, President, Janesville Chapter

boats, varying in size and material according to the means or whims of the owners. Some of them are no longer than an ordinary skiff with hooped iron roofs covered with canvas, under which the people crawl for the night; while others are large, comfortable and attractive. Sometimes scores of them are together; at other times only two or three can be seen.

Our ship makes its way among them guided by our pilot, just as we are guided by our president through the difficulties of club work.

At Hannibal, Missouri, beside the growing river, we come to the country of Mark Twain. "The house the humorist lived in still stands and is much the same as it was, an ugly, two-story clap-boarded dwelling," and in the distance you can see the hill where Huckleberry Finn and Tom Sawyer are supposed to have dug for hidden treasure.

From this point southward the current of the Mississippi is a thing with which to be reckoned, just as we club members are people with whom our people must reckon and deal.

From the part of the Mississippi valley to its mouth, the waters seem to the land owners a very demon of destruction, eating away the banks and flooding the low-lying farmlands, sweeping all before its swift, silent current. In the flood season, land owners on the river never know but they may awake some morning to find their fair acres a swirl of thick brown water. To prevent these devastating floods the people have built up levees along the banks, great earth walls to keep the giant river within its natural bounds. Along these levees, roadways are built in some places, and back of them pleasant homes, neat, cozy and clean, with vines and shrubbery and shade trees growing about them.

The human levees which keep us within restraint are the customs, rules, and laws of the land in which we live; and just as the great "Father of Waters," in time of stress, breaks through these barriers and causes destruction, damage, and loss of life, so mankind will burst his restraining barriers and misfortunes sweep over certain regions of our fair land.

Cairo stands where the great Ohio River from the east joins the Mississippi and no end of steamers, scows, rafts, tugs, houseboats and skiffs float up and down these tributaries are like new interests that come rushing into our lives to strengthen and develop them.

With such towns as Cairo the river banks are studded. The air is filled with a sort of lazy hum of life and excitement. As the river passes into Tennessee wide expanses of corn and cotton fields, alive with negro workers, stretch away from the water's edge.

As the river flows lower and lower in its course, the volume of its broad waters grows greater and washes away hundreds of acres of plantation lowland every year, sucking the silt from its sides and hurling it onward and downward toward the sea. The banks become farther and farther apart until to people standing upon one bank the other seems but a hazy line of blue across the swift, turbid water. And so in life, as the years roll on, early friends and club members drift farther and farther apart.

In the fall the broad stream of the Mississippi is alive with river schooners piled high with bales of cotton. In the forecandle of the boats can be seen throngs of negro workers, the red handkerchief bound about their heads flaming gaudily against the snowy background of the cotton bales. The boats push their way up and down the muddy stream from landing to landing, between monotonous walls of mud. Always beneath them flows the swift, yellow stream, forever gnawing away at its crumbling banks; always above them glares the semi-tropical sky; while on either side stretch miles

of dreary, low-lying woodland without a single sign of life to tell of the humanity dwelling beyond the reach of this vampire-like stream.

The last part of the journey is through a region almost tropical in appearance. As the river nears New Orleans, houses suggestive of thrift and prosperity spring up along the shore, and pretty white villages nestle among the tall trees. Here and there can be seen white-washed beams and sheds and negro cabins, with broad sugar and rice fields rolling away behind them. Below this comes the delta country, and everywhere the alligators lie basking in the sun.

At last the great river curves around the high-built levees and wharves of New Orleans, the Crescent City. The air is clear, the sunshine burning hot. The giant stream flows in silent, brimming torrent along the miles of wharves that line the water's edge. It is alive with river vessels, barges, tug boats, and great ocean liners from all parts of the world.

For New Orleans is one of the greatest commercial gateways of our continent. Even the river itself seems dwarfed by the monster steamers that plough its waters. Old, bulky ferry boats, huge river dredges, and fruit vessels make their way to and fro; and in and out among them all push the slim, white Mississippi packets, looking like giant swans upon the muddy waters.

The wharves are stacked with vast quantities of cotton bales, heaps of raw sugar in coarse, brown bags, piles of lumber, great hogsheads of tobacco, and boxes and crates and bales of a thousand shapes and a thousand variations of contents.

But the river sweeps on without heeding the traffic of the Crescent City, and empties its silt-laden waters into the Gulf of Mexico lying placid and deeply blue against the southern sky.

The great river has lost itself in the mighty ocean. It has reached its journey's end, but we club members will reach our journey's end when we have every Milwaukee man and woman as a club member, no one in need, and everyone well and happy.

Ladd Chapter

Dollie V. Hansen, Historian

REGULAR meeting of Ladd Chapter was held in Knauf hall, May 1. Three new members were enrolled; after business session cards and bunco were played, prizes being awarded to the winners. Committee in charge served a dainty lunch, which was enjoyed by all.

May 3 a special meeting was held in the morning at which Ladd Chapter were honored by visits from Mrs. Byram, president-general; Mrs. Carpenter Kendall, first vice-president-general; Miss Etta Lindskog, secretary-general, and Mrs. E. F. Rummel, distribution chairman. They delivered very interesting talks which will be beneficial to our club. They offered us any assistance we might need.

June 5, regular meeting. Reports were read from chairmen of the Sunshine and Membership committees. It was voted to send a letter of condolence to Mr. William B. Dixon and daughter in Evanston, Illinois.

Our president, Mrs. Joe Learmouth's resignation was read and accepted, as the family expect to make their home in Racine, Wisconsin, but Mrs. Learmouth will retain her membership with Ladd Chapter. Mrs. Chas. Taggart was elected president for the balance of the year.

July 3, regular meeting held with president, Mrs. Taggart, presiding. One new member added to our roll call. Following business session cards and bunco were played; two prizes given in cards, also two in bunco, after



Mrs. Grace Suwalski, President, Madison Chapter



Mrs. Stanley Core, President, Blacks Hills Chapter

which luncheon was served by the committee in charge, which was enjoyed by all present. It was decided to hold a picnic at the August meeting to which all are looking forward for a day's outing. Plenty of good eats, and sports.

Milwaukee Chapter

Leona Schultz, Historian

THE June meeting was well attended in spite of the hot weather prevailing that day.

After the report of the Welfare chairman, it was decided to pay the interest on a mortgage and also renew the mortgage for a needy family, to whom aid has been given on previous occasions. This family is receiving \$25 a month until the father is able to resume work.

The case of an old lady who had been placed in the County Infirmary was reported, and it was decided to pay her \$2.00 a month, \$1.00 to pay for a small insurance policy she carries to take care of her burial, and \$1.00 to be "pin money."

Mrs. Wederhoff, Ways and Means chairman, distributed pillow cases to various members to be embroidered during the summer vacation for the bazaar to be held this fall.

Mrs. Kamrowski of the Milwaukee Probation Bureau, gave an interesting talk on the work of the bureau, which was greatly appreciated by all present.

Mrs. Zimmerman, Social chairman, served ice cream and wafers.

Mitchell Chapter

Mrs. T. McComish, Historian

OUR Welfare chairman, Mrs. A. Peterson and her committee have been very busy. They made forty sick calls, sent six cards, made a \$50.00 donation to a sick family, sent

fifteen bouquets, made ten relief calls, ten phone calls and twenty-seven donations of groceries and clothing since our last report.

Mitchell Chapter expects to open its fall meeting at the K. of C. Hall on September 9, after a two months' recess.

Harlowton Chapter

Mrs. Gilbert Shiel, Historian

WHILE Harlowton Chapter is enjoying a two months' summer vacation, the carpenters are hard at work enlarging our club house. We appreciate the work they are doing, as we were so badly in need of more room.

Monday, September 2nd, will be the grand opening night and we hope as many Milwaukee women as possible will turn out for that meeting. We hope our new club house will be packed as full as the old one was at our meeting last June.

At the June meeting, the tea set painted in opal and gold by the art department of Harlowton Chapter was won by Mrs. Kern.

August 1st, a farewell party was given in honor of Mrs. Murphy, at the home of Mrs. Wagner, whose home has just been remodeled and redecorated. Mrs. Murphy is leaving Harlowton to make her home in Roundup. Since Roundup has no chapter, we can still retain her as a member. We hope she will come often to our meetings, and bring Milwaukee ladies with her from Roundup.

Bridge and 500 were played until a late hour, when delicious refreshments were served. High score was won by Mrs. Trudenowski and low by Mrs. Murphy. We always send them away with the consolation.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

OUR regular business meeting was held on July 9th, in our club house. After the business was taken care of, plans were made for the annual picnic for Milwaukee families.

We have not been very active, as many of the members are on vacations. Among those who have been absent are: Mrs. A. B. Main, our president, Mrs. J. R. Bankson and Mrs. Harry Jory, who went to Los Angeles on the Shrine special.

On their return trip, the Milwaukee Women's Club at Mobridge were having a meeting and Mrs. Main and Mrs. Jory visited the chapter just long enough to say hello and give them greetings from our chapter. They were sorry that the time was so short as they would like to have attended the meeting.

We are very sorry to have Mr. and Mrs. Herman Olson leave Sioux Falls and the club. They are now living in Watertown.

The annual picnic was held at Terrace Park on July 24th, and was well attended. There were lots of good eats and everyone reported having a fine time. The club furnished meat, ice cream and coffee, the members bringing the balance. Mrs. J. R. Bankson was in charge.

We are still busy selling vanilla, napkins and sifters, which helps the treasury during the summer when it is too hot for other activities.

Miles City Chapter

Charlotte J. Walters, Recording Secretary

MILES CITY CHAPTER held the last regular club meeting before vacation time on May 24. We had hoped our president, Mrs. R. W. Magette, would be with us, but she did not come until the following week. First Vice-President Mrs. H. E. Riccius presided. The various chairmen reported good work being done by their committees. Mrs. Brown and her committee sponsored a card party on May 10 and fifteen dollars was added to our Sunshine Fund.

The club sent five girls to the Sunshine Camp that is being conducted in the Pine Hills this summer. The girls entered on July 1st and are to stay for two months. The expense is fifteen dollars per month for each girl.

The girls sent by the club were underweight and very much in need of just this kind of recreation. A thorough investigation was made in each case and the club feels they are sponsoring a most worthy cause and that the money spent will be of great benefit in each case. There are thirty girls at the camp and it is very ably conducted and supervised.

We feel that Mrs. Nimbar, as chairman of the Sunshine Committee, and Mrs. W. H. Fellow, chairman of the Mutual Benefit Committee, deserve special mention. They have been so conscientious and so faithful in conducting their work that the success of the club depends a great deal on their efforts. By their interest and in the rendering of aid and extending sympathy the club of Miles City has come to mean a great deal more to our people than merely a club in name only. We are resting during these summer months, but we look forward with great anticipation to September. Then we will have our new clubhouse, which is being put up now, and as it will be so pleasant, we are sure every member will look forward to our regular meeting nights. Mrs. Manley has charge of the furnishing and we already have some of our new furniture on hand.

We are looking forward to the visit of Mrs. Byram, Miss Lindskog and Mrs. Kendall in September. The club is planning to have a large meeting at that time and engage the Elks' Home for it. Mr. Flanigan, of the Safety First Bureau, is expected to be in our city at that time, and we are planning a joint meeting for both men and women interested in the Milwaukee Railroad.

Seattle Chapter

Mrs. F. N. Hicks

TO assist in advertising the new Olympian service, the Seattle Chapter staged a "Mid-Victorian" scene, June 8th, under the direction of Pathe News Reel. About 25 members of the club dressed in costumes of the vintage of 1875 were photographed at Maple Valley. Several hundred feet of film were reeled, and in addition all Seattle newspaper photographers were on the ground taking still pictures of the party which were later featured in the daily issues and also in the Rotogravure section of the Sunday Times. The male representation consisted of local employees, also in "period costumes." Clarence Beeler, a veteran engineer 85 years old, was at the throttle of engine 308 pulling into the station, where the "old timers" detrained, and about the same time the new Olympian pulled into the station, which made a wonderfully realistic picture of the progress that has been made in transportation during the past half century. Special commendation was given the Women's Club for making the affair such a huge success.

The Seattle Chapter held its annual picnic Saturday afternoon, July 6th, at Shady Beach, Lake Washington. About 65 members, their families and friends enjoyed the bathing, games, prize contests, and picnic dinner. The club furnished ice cream, coffee and peanuts. The next regular meeting of the club, after the summer holidays, will be held at the club rooms, September 19th.

Green Bay Chapter

Mrs. Jas. M. Hanahan, Historian

VACATION time is drawing to a close and each and every one seems to have enjoyed the rest and taking trips and doing vari-

ous things for amusement. Our main club activity was our picnic, July 20th, held at Bay Beach. About three hundred and fifty attended. The afternoon was spent in playing games; prizes and ice cream were furnished by the club. A very exciting time was had at the tug of war, the winning side getting a box of cigars.

The evening was spent dancing and everyone present had a most delightful time and appreciated the efforts made by Mrs. J. H. Valentine, general chairman, to make the picnic a success. The club will resume its work again, starting with a regular meeting, September 5th.

The Honor Roll, June 30, 1929

THE General Governing Board congratulates and gives honorable mention to the following chapters for having by June 30th reached and exceeded their December 31 last, memberships:

Chapter	Membership, Dec. 31, 1928	Membership, June 30, 1929	Membership Increase
Black Hills (Rapid City, S. D.)	90	100	10
Butte, Mont.	34	35	1
Council Bluffs, Iowa	114	198	84
Kansas City, Mo.	152	152	..
La Crosse, Wis.	101	114	13
Ladd, Ill.	46	46	..
Marmarth, N. D.	25	63	38
Mason City, Iowa	271	359	88
Milbank, S. D.	65	74	9
Miles City, Mont.	100	468	368
Murdo Mackenzie, S. D.	54	68	14
Perry, Iowa	550	551	1
Portage, Wis.	217	231	14
Sanborn, Iowa	107	169	62
Savanna, Ill.	517	543	26
Sioux City, Iowa	279	477	198
Tacoma, Wash.	123	143	20
Three Forks, Mont.	71	73	2
Tomah, Wis.	170	189	19
Twin City (Minneapolis and St. Paul)	427	502	75

We wish to particularly mention Miles City Chapter, the first chapter having a membership of under 250 on December 31st to reach that membership. This chapter had before the close of February shown a large increase, and was awarded the \$10.00 prize offered by the General Governing Board; also

Sioux City Chapter, the first chapter having a membership of over 250 on December 31st last, to reach that membership. This chapter passed its last year's

membership on March 27 and has added a large number since that time. It was awarded the prize of \$15.00.

We also mention particularly Marmarth Chapter and Council Bluffs Chapter, both having memberships of under 250 on December 31st. Both of these chapters early in March had exceeded their last year's memberships. Also Twin City Chapter, having a membership of 427 on December 31 last, which it had reached by April 11.

Dubuque Chapter

Historian Pro Tem

THE members of the Dubuque Chapter are looking forward to our September meeting, at which time we will resume our regular routine of business, after a vacation of two months.

Although our regular meetings were dispensed with, our board met as usual, and was entertained at the different homes and in the city parks. We enjoyed the presence of one of our out-of-town members, Mrs. Buck, Mrs. E. A. Meyer's mother, at our last board meeting.

We expect to have a real initiation at our regular meeting in September, as a few of our candidates want to ride the goat.

It will not be compulsory, but all who so desire will be accommodated.

We also expect to have a program and refreshments. Plans have been formulated for a bakery and rummage sale in the early fall.

Don't tell anybody. We heard just lately we were going to have a club house in the near future. Won't that be lovely? A place for our library books, pictures, mottoes, bulletins, etc. Also be able to give parties, dinners, and other social affairs too numerous to mention.

Our President, Mrs. F. E. Leonard, is looking forward to a booster meeting in September.

Our willingness to do more than is expected of us is mightier than words in building up our club and striving to carry on this wonderful work of the Milwaukee Railroad Women's Club.

Our sympathy goes out to Mrs. S. W. Kinder, in her great loss, occasioned by the death of her dearly beloved husband.

And also to Mrs. G. H. Rowly, whose dear mother passed away recently.

Sorry to have to announce at this writing the illness of our Historian Mrs. T. P. Jones. We all wish her a speedy recovery.



Spokane Chapter, Women's Club, on Picnic at Spirit Lake, Wash.

His Preference Is Determined

He: "I want to marry your daughter."

Father: "Have you seen my wife yet?"

He: "Yes, but nevertheless I prefer your daughter."

Such Industrious Glaciers!

Inquisitive Old Lady: "Where did those large rocks come from?"

Tired Guide: "The glaciers brought them down."

"But where are the glaciers?"

"They have gone back after more rocks."



AT HOME



Some Illinois Division Hopefuls.—Betty, Daughter of Signal Maintainer O. W. McBride; Grace and Florence, Daughters of Chief Clerk J. H. Mulder, D. M. M. Office; Bobbie, Son of Division Accountant R. E. Thoren; Rita Mae, Daughter of Instrumentman Jos. H. Skelton; Juanita, Daughter of Air Brake Inspector Airhart; Pattle and Betty, Daughters of Brakeman H. L. Dick; Joannine Marie, Daughter of Timekeeper W. A. Wires; Duane, Son of Switchman Fred Orr. Katherine and Jackie Regan, Grandchildren of B. Regan, Agent, Brodhead, Wisconsin

September and the School Girls

THE above does not in any way mean to imply that September is not equally an important era for the school boys, but in mother's mind the period is more absorbing in so far as it concerns the clothes her girls are going to need and are going to have than wherewith her boys shall be clothed. The boys may be taken down to the clothing store and their outfits replenished according to the strength of the pocket book; but the girls, ah, that is something else again. The girls, of course, must have pretty frocks and practical frocks, too; and if these features can be combined in one costume something may be said to have been achieved.

September is apt to come in on a heat wave and so for the first school days the summer clothes are all right, and with a sweater for the cool mornings, these may be worn all through the month; but as October comes, the flaming colors of autumn call for a harmonious blending of the children's clothes with the gorgeous hues of Nature, and so there is recourse to the bright colors of the wool fabrics. The sweater is ubiquitous and the gayer the colors, the more desirable the sweater. Yellow and red stripes on a tan background. Yellow and blue and two tones of any old color so long as it is gay.

Wool crepes, challis, light-weight tweeds, homespuns and even velveteen for the little girls as well as the big girls. Brown will be a favorite color and one fashion authority decrees a green velveteen ensemble, the little short coat lining and the bodice of the frock of a harmoniously contrasting (if you get the idea) plaid silk. This idea may be worked out nicely for daughter's best "Sunday-go-to-meeting" outfit; and when

the cold days come, the long heavy top-coat slips on over the ensemble, ready to be slipped off in the house. The pattern page has some interesting models for the girls.

September for the Girl Going Away

Elinor Corcoran

IT almost always happens with the girl who is getting ready to go away to school, and perhaps it is the obvious thing, that she should start out to accumulate her campus wardrobe with the idea that she is going into a life and an environment that is completely foreign to and absolutely different from, any of her previous experiences. In some respects that is so, but it does not altogether obtain in respect to her clothes. In the first place (and I speak from my own experiences) the clothes she takes away with her in September should be few and simple. The sports clothes of the summer with a new sweater or two will be quite proper and sufficient for every-day wear. College girls wear sport clothes for sports and for all the time before dinner in the evening, then a change into simple afternoon frock is the suitable thing. After two or three weeks of campus life, the freshman girl is sure to discover that the purpose in the life of the college days is not to see how many times a day she can change her costumes.

A well chosen wardrobe for the freshman at college will contain something for semi-dress as well as for school wear and one formal dress for the possible formal dinner given as a sorority rush party. The formal dances do not start until after Christmas, and by that time the new girl has distinctly formed notions as to what she should have and the holiday vacation usually provides the op-

portunity to acquire those necessities. A few years ago those possessing a formal evening wrap were in the minority, but not so any more. The wrap, however simple, is so much more in evidence that the girls have come to think it one of the necessities. That it must be of velvet and trimmed with fur is not now an absolute requirement, for some girls wear simple velvet coats or brocaded coats, or any other wrap which is not worn often; and these are quite as effective as the dressiest cape.

Another section of the wardrobe that would seem to be unimportant, but one that plays a big part in dormitory life are the robes, pajamas, mules and lounging pajamas. A group of girls getting together for a "spread" likes to have attractive pajamas. Any unusual kind, such as the Japanese pajama, and these can always be worn to lounge around the room in the afternoon. A robe should be practical because it rarely ever escapes the dust of the dormitory floor, and often misses the closet hook at night.

To go back a moment to the general wardrobe. Almost every college differs in a few of the accepted fashions for its own particular student body, but in the essentials, the clothes for every-day wear are simple and inexpensive. In one college, sweaters and skirts will be seen almost exclusively; in another, perhaps, the regulation street dress will be most often seen, but whatever the local habit may be, the new girl will soon find herself and she can then increase her outfit to conform to the general standard of her own campus.

Always Catches Up

Motor Cop: "Say, I've chased you over a mile to tell you you're doing sixty."

Tourist: "Geel! Bad news travel fast, doesn't it?"—Missouri Outlaw.

The Patterns

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

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

6376. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 14 year size as pictured in the large view requires $4\frac{3}{4}$ yards of 36 inch material. If made with long sleeves $4\frac{1}{4}$ yards will be required. To face the belt with contrasting material requires $\frac{1}{4}$ yard 36 inches wide. To finish the Dress as illustrated will require $2\frac{3}{4}$ yards of bias binding. Price 12c.

6585. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 12 year size requires $2\frac{1}{2}$ yards of 32 inch material, together with $\frac{3}{8}$ yard of contrasting material cut crosswise. Price 12c.

6333-6202. Coat Ensemble for Misses and Small Women. Coat 6333 cut in sizes: 16, 18 and 20 years, and 40 and 42 inches bust measure. Dress 6202 cut in sizes: 16, 18 and 20 years, and 34, 36, 38, 40 and 42 inches bust measure. To make the ensemble as pictured for a 16 year size requires $3\frac{3}{4}$ yards 39 inches wide for coat and belt and facings on the dress and $6\frac{1}{2}$ yards for the dress and coat lining. The width of the dress at the lower edge with plaits extended is $2\frac{1}{2}$ yards. TWO separate patterns 12c FOR EACH pattern.

6570. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires $3\frac{3}{8}$ yards of 39 inch material. The width of the dress at the lower edge with plait fullness extended is $2\frac{1}{2}$ yards. Price 12c.

6450. Girls' Slip. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 12 year size requires $1\frac{1}{2}$ yard of material 36 inches wide or wider, if made with shaped shoulders. With straight top $1\frac{3}{4}$ yard will be required. To trim the straight top as illustrated requires 1 yard. Ribbon shoulder straps and a bow will require $1\frac{1}{2}$ yard. Price 12c.

6589. Girls' Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4 year size requires 2 yards of 32 inch material. To trim with rosettes and lace edging will require $16\frac{3}{4}$ yards. Price 12c.

6169. Ladies' Morning Frock. Cut in 9 sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46 inch size requires 4 yards of 36 inch material. To trim with bias binding as illustrated will require $5\frac{3}{8}$ yards. The width of the Frock at the lower edge is $2\frac{3}{8}$ yards. Price 12c.

6572. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $3\frac{1}{2}$ yards of 39 inch material. To face revers, and for the bow of contrasting material $\frac{3}{8}$ yard 39 inches wide is required. For the bow of silk or velvet ribbon $1\frac{1}{2}$ yard is required. The width of the dress at the lower edge with plaits extended is $1\frac{1}{4}$ yard. Price 12c.

6590. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 2 year size requires $1\frac{3}{8}$ yard of 32 inch material. The shoulder bow requires $1\frac{1}{4}$ yard of ribbon. Price 12c.

Good Things to Eat

Quince Honey. Pare and grate five large quinces. To five pounds of sugar, add one pint boiling water and stir over fire until the sugar is dissolved; then add the quince and cook fifteen or twenty minutes. Turn into glasses. When cold this should be about the consistency of honey.

Barberry Jelly. Few people make this jelly, and therefore few people know how really de-

licious it is. It is made the same as currant jelly, allowing one cup of water to one peck of barberries. The jelly is firmer and of better color if made from fruit before the frost comes, while some of the berries are still green.

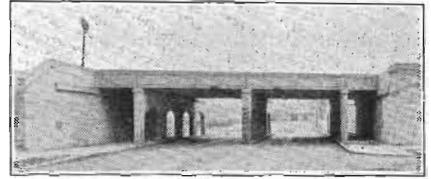
Grape Jelly. It is said that wild grapes make the best jelly, but after one has become accustomed to the flavor of the Concord grape, the wild grape flavor seems thin and acid. Pick over and wash the grapes, stem and place in preserving kettle. Heat to boiling point, mash and boil thirty minutes. Strain through a coarse strainer and then allow to drip through a double thickness of cheesecloth or a jelly bag. Measure the juice, bring to the boil, and let boil five minutes. Add an equal of measure of sugar that has been heated, boil three minutes, skim and pour into glasses. Green grapes make a handsome jelly, if picked when just beginning to turn. A delicious grape marmalade is made by rubbing the fruit, skins and all, through a fine strainer and proceeding with the cooking as above.

Tomato Preserves. One pound yellow pear tomatoes, wiped and covered with boiling water. Let stand until skins are easily removed. Add one pound of sugar and let stand over night. In the morning, pour off the syrup and boil until quite thick. Skim, add the tomatoes, two

ounces of preserved ginger and two lemons, sliced and seeded. Cook until the tomatoes look clear. Place in jars and seal.

Apple Catsup. Twelve sour apples, wiped, pared and cored. Cover with boiling water in sauce pan, bring to the boil and let simmer until soft, when the water should be nearly evaporated. Rub through sieve, and to each quart of apple pulp, add the following mixture:

One cup of sugar, one teaspoon of pepper, one teaspoon of cloves, one teaspoon of dry mustard, two teaspoons of cinnamon and one tablespoon of salt. Then add two finely chopped onions and two cups of vinegar. Bring to the boil and let simmer one hour. Seal while hot.



Lawrence Avenue Viaduct, Chicago Track Elevation



SPECIAL COMMENDATION

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

Dennis Glynn, a former section foreman on The Milwaukee, now living at Milton, Wisconsin, discovered a broken brake hanger on freight car standing in the Milton Yard and immediately reported the defect to the agent there. Superintendent Macdonald acknowledged the courtesy in a letter thanking Mr. Glynn and saying, "you apparently have not forgotten your experiences while a section foreman on our road, and are still watchful for conditions of this kind." Just another evidence that, "once a railroad man, always a railroad man."

C. & M. Division Conductor John H. Costello, while driving along a Chicago street noticed a hand car being propelled by a number of boys on one of our main tracks. Mr. Costello at once removed the hand car from the track and thus avoided the possibility of an accident or a delay to a train.

Fred Borden, Joe Eberhardy, Ray Buckett, Thomas Vavricka, Milwaukee Terminals, July 26th, with transfer engine in charge of Foreman Borden, started off the Menominee Belt with forty cars, and after going a short distance noticed the cars had parted, ten car lengths from the engine—at the same time seeing a small boy running away from the cars. This was down grade and it was necessary to get the brakes on the cars that got away. The above named took prompt action, running down to the cars and setting the brakes before they could collide with other cars or were derailed on the crossover. Superintendent Ryan, writing to these men says: "We are constantly striving to avoid injuries and damage to equipment, and we are glad to hear that our men are on the alert, and are quick in correcting a bad situation when it arises. We hope, with the cooperation of all of our men, to make Milwaukee Terminals a one hundred per cent safe place to work."

F. F. Foster, custodian Elwell, Iowa, station, while off duty about 8:30 p. m., July 21st, noticed a hot box on car in extra west, while passing station; and flashed a fusee on the crew. The train was stopped, and it was found necessary to set the car out.

Pumper George Clemmer, Rhodes, Iowa, after train 61 passed that station July 11th, discovered wheel marks on one of the crossing planks. He immediately notified the dispatcher who stopped the train and inspection developed there was a loose wheel under one of the cars.

River Division Brakeman A. J. Blamey on July 25th found some pieces of timber on the roof of passenger cars just in from the coach yard at LaCrosse and climbed to the roof of the cars to throw off the timbers. A good piece of Safety First work.

Bridge Foreman O. Lemon, Ludlow, Missouri, seeing an old lady with some children picking dewberries on the right-of-way after the weed killer had gone over, took pains to warn them about the poison.

Dubuque Division Conductor L. E. Dunham, while passing a point about three miles east of La Crescent at 7:15 a. m., August 3rd, on train 67, discovered a broken rail; and upon further inspection found about ten inches of the rail gone. The matter was promptly reported and repairs made.

Foreman Wm. Lane, Bedford, Indiana, on July 8th, while extra 7200 was passing his gang south of Bedford, noticed a double load of bridge girders nearly tipped off the car because of broken stakes. Train was promptly stopped and the load adjusted.

On August 6th, Milwaukee Terminals transfer crew was instructed to double head engine 7613 with a drag of forty cars for the Menominee Belt and drop them at the Belt Junction. While doing this, engine 7613 stalled and the double-header pulled them. In preparing to do this, twenty-eight cars on the rear broke off and started down a bad grade for the cutoff. The engineer calling for brakes, Messrs. A. Geiger, George Gates, John Sultz, Charles Demstrick, William Webb, Joe Woerdrhoff, Earl Derig, A. Getchel, O. M. Johnson, Oakley Strong, Rex Roberts, Henry Shaw and Ed Fox, the crews on duty at the time, promptly responded, got the run-away cars stopped and thus avoided a probably serious accident.

B. & B. Carpenter George Mullen, Tacoma, while passing the freight house at 9:55 p. m., July 26th, noticed the chimney shooting sparks, endangering the building. By immediately reporting the condition the fire was extinguished without any damage.

K. C. Division Brakeman James Pickett, on extra east 8226, leaving West Yard, Ottumwa, at 5:30 a. m., July 19th, found twelve inches of flange gone on car of wheat for Milwaukee. Train was stopped and car set out.

On April 30th, Conductor Dan F. Healy, Brakemen W. S. Riley and O. J. Jones, Engineer Eugene Clark and Fireman I. T. Fitzgerald, in charge of C. & M. Division train 166, leaving Janesville at 6:30 p. m., noticed fire and smoke coming from the C. & N. W. Railroad bridge adjacent to our C. & M. main line. Our train was stopped and our entire crew found the bridge burning badly underneath. They immediately formed a bucket brigade and extinguished the fire. Bridge had been burning for some time as many of the timbers were burned away. Going farther, our crew instituted a flagging protection at both ends of the bridge which is the C. & N. W. main line, until such time as the proper authorities of the C. & N. W. could be notified. After our crew were relieved from flagging, they proceeded with -166. Superintendent P. G. Campbell and trainmaster of the C. & N. W. handsomely acknowledged this service and thanked our crew for the service rendered. Unquestionably the timely action of our crew prevented a serious damage to the bridge, which might have resulted in a bad accident had the bridge burned away enough so as not to support trains passing over.

J. C. Cannon, Coburg, Mo., train 64, July 23rd, discovered brake beam down and promptly stopped the train for removal of the defect.

C. & M. Division Brakeman Max Vogl, at Mayfair the morning of July 12th saved the life of a small boy by pulling him from the path of train No. 16, as the boy had become confused on the whistling of the locomotive.

Special Train Service is Appreciated

THE following letter from the Executive Vice-President of the Tulsa, Oklahoma, Chamber of Commerce to General Agent Harry Zane

is a fine acknowledgment of the superior service rendered to the International Special Train Tour and the fine cooperation and good work of Mr. Zane and his office in planning and handling the party of 133 passengers:

Tulsa, Oklahoma, July 16, 1929.

Mr. Harry Zane, General Agent, Tulsa.

Dear Mr. Zane:

I have intended to write you ever since I got back home from the International Special Train Tour to tell you personally how much I appreciated your fine work in connection with the planning and the handling of our trip. Just as in the case of the western trip you were absolutely on the job all the time and were of invaluable assistance to us in this undertaking. I know that I speak the sentiment of the entire train delegation when I say the foregoing.

Whenever we have another trip of this kind, I hope that it may be possible for us to use the Milwaukee and for you to be with us.

With best regards, I am,

Yours very sincerely,

WILLIAM HOLDEN,
Executive Vice-President.

Those of Us Who Do

By G. P. F.

MR. J. S. ADSIT, general southwestern agent, at Kansas City commends Mrs. Pauline Wilson and Miss Nell McGraw, employes in the freight office at Kansas City, on account of securing routing on carload freight from Chicago and Milwaukee.

Rate Clerk J. P. Dickey, at Galewood, continued active during the month of July and secured diversions on fourteen L. C. L. shipments, with a total weight of 27,000 pounds.

Employes at Union Station, Chicago, continue active, and during July turned in the following business:

Receiving Clerk R. Reiner, 3 shipments.
Receiving Clerk R. Norcross, 24 shipments.
Receiving Clerk L. Murphy, 9 shipments.
Receiving Clerk R. Detuno, 8 shipments.
Receiving Clerk J. Harvatt, 5 shipments.
Receiving Clerk F. Wendland, 4 shipments.
O. Goldstand, foreman, 2 carloads.
J. Latowski, reconsigning clerk, 4 carloads.
J. Polenzani, reconsigning clerk, 3 carloads.
T. McGrath, reconsigning clerk, 5 carloads.

Switchman Frank Yeager, of Green Bay, recently secured one round-trip fare over our line Green Bay to New York.

Division Freight and Passenger Agent Randall, Great Falls, commends Dispatcher T. K. Hanson, of Lewistown, for his assistance in securing two round trip tickets between Lewistown and Springfield, Mass.

Operator C. E. Pelkey, at Liberty, Mo., prevailed upon a passenger for Pittsburgh, Pa., to use our line to Chicago.

Mr. Ross Coravia, employed in the round-house at Beloit, influenced two passengers, Beloit to New York, to use our line.

Train Conductor F. A. Monty on the Southern Minnesota Division came in contact with four people who had intended to use the competing line from Albert Lea to Chicago, but Mr. Monty explained our service and secured the business.

Yard Clerk F. E. Wallace, at Milwaukee, is credited with another carload shipment from Chippewa Falls to Milwaukee.

On May 29th, Mr. Charles A. Sitek, President of the Elston State Bank, Chicago, with a party enroute to their summer home at Lac du Flambeau, occupied a compartment car for Minocqua, and all expressed their appreciation of the wonderful trip they had had. Conductor

A. D. Finn and Agent D. E. Whitmore at Minocqua were successful in securing the return of the party via our line, occupying a drawing room and seven compartments, Minocqua to Chicago.

F. J. Love, ticket clerk at Minocqua was successful in the solicitation of several cars of fruit to move via our line and a promise of future business.

City Ticket Agent Valentine, Tacoma, advises that through a tip from Train Dispatcher M. J. O'Connor, Tacoma, he was able to sell two round-trip tickets, Tacoma to Minneapolis and return. This is the second tip from Dispatcher O'Connor that has brought about good results.



River Division News M. M.

THE words of Charles Dickens are well worth while to ponder over when it comes time to send in the items—"It is well for a man to respect his own vocation whatever it is, and to think himself bound to uphold it, and to claim for it the respect it deserves." Trying to make this column just such a "vocation" is no joke when you can't dig up any news.

Vacations seem to be the most important topic of the day outside of endurance tests of various kinds. The latest one to report away on his vacation is the traveling engineer, Mr. F. G. Hemsey. No doubt he has selected some interesting place where there are lots of people, to spend his vacation.

The Safety First subject still continues to be very popular among all the employees. Nothing is more worthy of receiving consideration than Safety First. Caution is the parent of security so, it behooves each one of us to belong to the family of security. So many splendid records have been set on the various divisions that it surely is an incentive to each department to be among the noted records.

Assistant Superintendent M. T. Skewes was a caller at Wabasha August 13, en route from Eau Claire.

Mr. John Turney, district master mechanic of Minneapolis, was at Wabasha August 5. Always trying to induce Mr. Turney to get acquainted with inhabitants of the Mississippi, but believe Mr. Fleming will have to convince Mr. Turney by producing the real goods. Mr. Turney seems to be of such a skeptical nature.

Mr. George Poeschel, second trick operator at Wabasha, enjoyed a vacation visiting various places in Wisconsin. He was relieved by Mr. Lucius. From here, understand Mr. Lucius is doing relief work at Hastings.

Mr. Christ Reister, stationary fireman at Wabasha, attended the wedding of his daughter Miss Florence, which occurred at Winona, August 17.

There have been a number of circus trains over the C. V. Division the past month. Anyone who wished to attend a circus this year should have availed himself of the opportunity of seeing a couple while they were in the neighborhood.

The Tritchler family have moved from Wabasha to Mason City, Iowa, where they expect to make their future home. Mr. Tritchler is chief carpenter, with headquarters at Mason City. The Tritchler family have lived at Wabasha all of their lives and their departure is the regret of their many friends. The family was tendered a farewell party before leaving Wabasha and the best wishes of everyone go with them to their new home.

No doubt the papers will soon come out with headline featuring some endurance test that

Mr. F. G. Hemsey has figured very prominently. Watch for further notice.

Tacoma Shop Notes "Andy"

VACATION season seems to be in full swing now, and the weather is certainly ideal—our first report along this line is on Dick Nofke—from what information we could gain, it appears that the major portion of his vacation was spent at Black Lake looking for black bass. Dick is quite a fisherman, but is rather modest in detailing his catches—his arms are too short to do justice in demonstrating the size of his catches, however, he admitted that after he left the lake (please note that he left the lake and didn't take that too) the shore line was lowered considerably on account of the reduced fish population and a sign put up, "No Fish Here," to save other fishermen from wasting their time there.

Paul Jasmer just left on his vacation—he got away before we could find out where he was going. Bill Killmann is holding down the cushion during his absence.

P. R. Horr is on his vacation—our gumshoe will dig up the dope on him when he returns.

Ethel Jennings has taken a leave of absence and Mrs. Hannah Kelly is taking her place, tickling the comptometer.

Betty Hagen, Store Department stenographer, spent her vacation in the wilds of Lake Sutherland, up on the Olympic peninsula.

Ed Daily and his family motored to California and Mexico. Ed reports having a very enjoyable as well as interesting trip, and recites some weird tales of his adventures in the desert where it's all wet.

George Girard has given up his single blessedness and is now acting the role of husband. George and his bride left for a very extended honeymoon trip, going to Florida and Cuba, thence to Montreal and Quebec, Canada. They also expect to spend some time in Brainard, Minnesota, Mrs. Girard's home and Deer Lodge, George's home town. We have been expecting George to make this fatal step for some time, and we all extend our heartiest congratulations and best wishes for future happiness.

We have a new stenographer in the D. M. M. office—his name is Otto Binder, formerly of the Union Pacific at Green River, Wyoming. Mr. Binder takes the position left vacant by F. Kirkland transferring to superintendent's office.

Mr. and Mrs. Harry Munro are contemplating a trip in the early fall to eastern Ontario, Canada, to Harry's old home town, where he spent his barefoot days. He will probably

not know the old town any more, for it was twenty-two years since last he saw it, and lots of things can happen in that length of time.

We have just received a report from the publicity committee of the Three Musketeers' division of the Four Horsemen to the effect that a serious fire occurred at their headquarters. However, due to the presence of mind, cool headedness, etc., of one of the Musketeers, the building was saved from total destruction—from the upstairs he took in the terrible situation with one eye and without a moment's hesitation he grabbed the bowl of gold fish and dashed the entire contents where it would do most good, for the fire, but not the fish, which bears out the fact that heroes are made, not born. Further details in connection with this thrilling episode may be obtained by asking two of the Three Musketeers, but be sure you get the right two.

Mr. F. Donovan, machinist at Tacoma Shops, has resigned to accept a position with the Union Paper and Power Corporation plant at Tacoma, as machine shop foreman.

S. C. & D. Division Glenn Kasak

MR. RAYMOND LEAHY, passenger brakeman on S. C. & D. No. 7, has a new uniform, and does he look sweet? Just like a big, beautiful doll. Conductor Tom Biggs also has a new uniform and he doesn't look so slouchy, either.

Miss Charlotte Purrell of the superintendent's office, has returned from a vacation in Canada.

Joe Caba, superintendent's stenographer, who has been on the sick list for the last month due to various complications, finally resulting in rheumatism, is now able to be around on both feet.

Miss Helen Flynn, former file clerk in the superintendent's office, is now E. & F. time-keeper, during E. Q. Hoberg's leave of absence.

Fred Costello of the superintendent's office, has taken up golf with an old worn-out set of clubs. Fred says he plans to win several silver cups with the old clubs, and then sell the cups, buying new clubs with the money realized. Not such a bad idea at all, Fred.

Mr. Burton Johnson of the division engineer's office, has been appointed resident engineer in charge of the work of re-locating the mainline between Sioux City depot and Brughier's bridge. This is a big job, but Burt is just the boy that can handle it.

Trainmaster Doud spent his vacation on the west coast. Understand his plans included a trip to Canada, but whether or not this part of his trip was made, is still a dark secret.

Master Mechanic Fred L. Paul has returned from a vacation trip. Your correspondent has not yet been able to ascertain if he went to Canada.

Mr. Henry W. Marquardt, division accountant, is still confined to his home account of illness, and reports are that he is improving.

Wonder where Dan Cupid has been all summer. The Misses Purrell, Anderson and Ness returned from their vacations without a change in name.

Mr. Joe Griller, former ticket clerk at Sioux Falls, now city passenger agent for our road in Detroit, Michigan, made a short visit in Sioux Falls recently. Joe was en route to Omaha to convoy a special train of Elks to Detroit.

Jimmy Walker, alias R. J. Leming, car foreman, Sioux Falls, is sporting a new Hupmobile sedan. Jimmy made this purchase just before he left for Cass Lake in northern Minnesota, to spend his vacation fishing. He said he needed a big car to bring back the fish he intended to catch.

Carman O. K. Johnson motored to Big Stone Lake at Ortonville a week or two ago to do some fishing. Ole says he got the bag limit without the aid of Andy Gump's newly patented devices.

Section Foreman Herbert Anderson, Sioux Falls, reports the arrival of an eight and one-half pound baby boy at his home July 14.

Harold Peters, brakeman, and Jane Jenkins, train baggageman, on the "Sioux," and families, spent a few days at McCook Lake. Harold's dad owns a cottage at this resort.

Art Sanburn motored his new Chevy to Missouri Valley July 20 to visit his parents.

Chas. Simpa, accompanied by his daughter Adeline, was in Sioux City recently for eye examination.

Morse Koontz, general yardmaster, E. O. Eckert's efficient yard checker at West Yard, responded to the lure of the wheels and joined the ranks of brakemen on the S. C. & D. Division. Made his first trip on No. 75 and 76, Sunday, August 4, and was quite impressed with the city of Madison. It has been about ten years since Morse visited Madison as a horse trader. Business was very good at that time.

Lenard Mostrom, claim clerk, Sioux Falls, spent two weeks in July vacationing in and near Chicago. Reports a very good time.

Chief Clerk F. G. Meyers and family drove to Ponca, Nebraska, recently to visit relatives and friends in the old home town.

Miss Vivian Murphy, bill clerk, Sioux Falls, has returned to work after enjoying a three weeks' leave of absence from the strenuous duties of the bill desk.

Eddie Hathaway is feeling mighty proud over his promotion to stower at Sioux Falls freight house. His brother says if he gets another promotion, he will have to move out so he can get some rest at night. That's all right, Eddie, we are all for you.

Andrew Nelson, Jr., section laborer at Baltic, S. D., returned to work August 1, having been on the sick list for the past two months due to an operation for appendicitis.

Herman Nelson, section foreman at Sioux Falls, is sporting a new Model A Ford town sedan. Girls, not too fast.

Superintendent Buechler held a Safety First meeting at Yankton, July 15. There were sixty-seven in attendance at this meeting.

The regular division Safety First meeting was held at Sioux Falls passenger station on July 16, and as usual Sioux Falls was well represented. After the meeting the Sioux Falls Chapter of the Milwaukee Women's Club served a delightful lunch of ice cream and cake.

On Wednesday, July 24, the Sioux Falls Chapter of the Women's Club held their annual picnic at Terrace Park. A large number of hungry people were turned away well satisfied. Trainmaster F. R. Doud represented Sioux City at this picnic and Al Main says he

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CHICAGO

tried to eat as much as possible to make a good showing for Sioux City. Al couldn't stay with him.

The Daily Argus Leader of August 6 carried the following item: "A son was born yesterday afternoon at McKennan Hospital to Mr. and Mrs. John Bell." John is ticket clerk at the Sioux Falls passenger station.

Roundhouse Foreman Peter Forsberg and

family left August 2 for a vacation on the west coast.

B. & B. Foreman Linsly and Fisher are putting the finishing touches on the new 80-foot electric turntable at Sioux Falls.

Extra Gang Foreman Claude Burris is a busy man these days. Butch is relaying the main line through the yard at Sioux Falls with 90-pound steel.

SPECIAL OFFER

For 100 Milwaukee Employees

As a special offer we will sell 100 of these lanterns to Milwaukee men at cost, with not one cent of profit to ourselves.

Greater Candle Power
—Stronger and better
diffused light—Sturdy
Construction.

Burns eight hours on
eight ounces of Car-
bide with only one fill-
ing of water.

Especially adaptable
for Car Inspection,
Maintenance of Way
and Signal Depart-
ments. Supplied with
spring bracket for ve-
hicles if specified.

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On the job there is
no substitute for steady
light—plenty of it and
where you want it.

For work under
ground, for night con-
struction, loading, rail-
roads, etc., or work on
dark Winter after-
noons, this "portable
daylight" is always at
your command to in-
crease the speed and
efficiency of the job.

A reflector of new de-
sign 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 inter-
mittently or contin-
uously.



Porto Light

The National Carbide V G Handy Light

Like the Porto Light, the
Handy Light is of the
safe and economical car-
bide-to-water type. The
feed plunger automati-
cally drops the carbide
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Please send me complete information
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LANTERN.**

I am a on the
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..... of The Milwaukee.
(Division)

Name.....

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Division Storekeeper Mr. Grisius returned the first of the week after spending his vacation in Montana.

Master Mechanic F. L. Paul and all the Mechanical Department forces on the S. C. & D. Division feel proud of the fact that they went through the month of July without having a reportable or lost time injury.

Miss Ione DeCamp, payroll clerk in the master mechanic's office, has returned from her vacation in the east and looks very much refreshed.

The vacation season for the Mechanical Department is nearly over. Lola will leave on the 17th for Denver. Paul Mueller is taking a trip through Canada the last two weeks in August. Mr. Conrad is keeping it a secret when and where he expects to go, but we all have our suspicions.

It is always Blue Monday in the master mechanic's office when Mr. Conrad returns from a week-end in Minneapolis. How about it, Dubuque?

Guess who sent this in.

"The writer visited the local air port yesterday and was surprised to learn that our M. M., Fred Paul, was a student aviator. I witnessed his first solo flight. He is full of surprises and handled the plane like a veteran pilot.

On August 10 at 1:00 p. m., a special train left Sioux City for Yankton where the Sioux City Chapter of the Milwaukee Women's Club sponsored a picnic for all employes on the S. C. & D. Division. The train carried about 150 people from Sioux City and were met at Wildwood Park by about 200 more from other points on the division. The crowd was entertained in the afternoon with a kittenball game, Sioux City versus Sioux Falls, which the Sioux City team won by a score of 7 to 6. Line-up as follows:

Sioux City	Position	Sioux Falls
Whelan.....	Catcher	Preshba
Loneseth.....	Pitcher	Brown
Younger.....	1st Base	Doud
Palmanter.....	2nd Base	Rabun
Miller.....	3rd Base	Gran
Leahy.....	Short Stop	Kasak
Spencer.....	Short Stop	Stueben
Metcalf.....	Left Field	Welcher
West.....	Center Field	Main
Bennett.....	Right Field	Griller

After the ball game it was decided that we eat, and there was plenty of chicken, salads, sandwiches, cake, ice cream and coffee. Lest we forget, Ernest Hopkinson was also at the picnic and had a very hard time getting away from the table. Seemed as though he got hungry all over again each time he attempted to leave. Those present will recall that Ernie started eating at one end of the table and finished at the other end.

Another ball game, which was won by Sioux Falls, 4-1, various races and a dance in the park pavilion, music by the W. A. N. X. Orchestra, ended a most enjoyable day.

It is not to be forgotten that the train crew consisting of Conductor Bushear, Brakeman Leahy, Engineer E. Hopkinson and Fireman Berkmier, donated their services to the Women's Club.

Squeaks from the C. & M.

H. E. W.

BRAKEMAN ARTHUR KAPKE is now the owner of a new Willys-Knight and how Art can burn up the road. He claims it has all the latest 1929 equipment except a 1929 girl. So anyone having a surplus of girls please get in touch with him, as you will not only be doing him a favor, but also the young lady, too.

Conductor Ted Riley has left for the north woods on his summer vacation. If there are

any big ones left when Ted gets there he will sure get them; so you better have the frying pan hot when he gets back.

Conductor Sidney ("Scotty") Nicholson has returned from a month's vacation spent on the farm up near Lake Superior. Sid claims he is now a confirmed farmer.

Some of the boys are wishing they had waited a little longer for their vacations as they are going to receive a little vacation money in the way of a back pay check for final delay time from Western Avenue to Galewood, which has finally been allowed in a decision handed down by the labor board.

Our deepest sympathy is extended to the family and relatives of Conductor D. J. Burlingame who passed away during the latter part of July after several months' illness.

Conductor J. J. Corbett has been appointed yardmaster of the Healy District to fill the position formerly held by Conductor Burlingame.

Brakeman Ed Chambers has joined the army of speed demons and purchased himself a motor-bike. He thinks that after a few more lessons he will be able to ride. He rode his bike to church one Sunday morning recently. That is, when he came to he was sitting on a church step.

Now that Roadmaster Kelsy and his able-bodied assistants have gotten our division in first-class shape and the work trains have been taken off, Conductor H. J. Calligan has taken the position as skipper on Nos. 91 and 92 in place of Conductor Hennessey who has again taken his car in the pool.

Conductor Paul Penning has resumed work on the Janesville Line after an extended illness. Am sure everyone is glad to see you back, Paul, and we sincerely hope you are back to stay.

Our most heart-felt sympathy is extended to the families and relatives of Engineer Jack Lorimer and Fireman Nick King.

We sincerely hope that by the time this goes to press that Conductor Steve Cudahy will be back amongst us. At the last report he was progressing nicely after being laid up for some time on account of undergoing a very serious operation.

Conductor Frank Blaine and family have left for a vacation to be spent up amongst the tall pines. Frank took along the many other things a five-pound pail of lard. Guess he must intend to do some fishing up where the big ones abound.

A good tip on how to save money, by Conductor H. L. Jewell: "Never bet on a horse race."

Our sincerest sympathy is extended to the family and relatives of veteran baggageman W. J. Shedden.

And don't forget boys and girls and everyone to practice, preach and act Safety First today, tomorrow and every day. Not alone on the C. & M. Division, but on every division and in your everyday walks in life. Not alone for your own sake, but for the other fellow's sake and for the sake of your loved ones at home. Think of the sorrow of the loved ones who kiss you good-bye and send you away with a smile if you should be brought home to them crippled or worse still, "D E A D."
SAFETY FIRST AND ALWAYS.

"Out Where the West Begins" East End of Trans-Missouri Division D. H. A.

MRS. LON GREEN went to Aberdeen to meet her daughters, Hazel and Kathleen, who have spent two weeks' visiting their aunt at Dell Rapids, S. D.

Mrs. Roy Van Dyne spent three weeks visiting relatives at Glynden, Barnesville and Detroit Lakes—Van was pretty lonesome without Mary, so went up to get her in his cute sport roadster and they made the trip back in record time.

B. & B. Foreman Martin Hettle is taking a leave of absence and has gone to his old home at Bergen, Norway, where he expects to spend the next six months.

Miss Marie Blake, roadmaster's clerk, motored to Aberdeen with friends to spend the week-end. On their return Sunday they enjoyed the Moberge-Eureka ball game at Eureka.

The many friends of Conductor Allen D. Anderson were shocked to hear of his sudden death, which occurred on Sunday, July 7th. While in attendance at a ball game he suffered a sudden heart attack and passed away instantly. Mr. Anderson has been in the employ of the Milwaukee Railway since 1908 and during that time has made many warm friends who regret his passing. Sincere sympathy is extended to the bereaved ones.



J. N. Darling, Conductor Otto Rodenberg and Engineer A. A. Rivord, Hunting Pheasants in South Dakota

Mrs. Bess Bunker has returned from her two weeks' vacation spent at Minneapolis.

James Griffith, Joe Bodenberger and Ellis Schmidt, of the Mechanical Department, spent a day here on official business.

Mildred Richardson underwent a minor operation at a local hospital and is convalescing nicely. Marie Blake, of the roadmaster's office, has been in charge of her work in the assistant superintendent's office, and Miss Vivian Horn is assisting her.

The Field Conservation Meeting held in the women's club room on August 6, was well attended and was conducted by Division Superintendent H. M. Gillick.

Mrs. Harold Winship and family are visiting relatives in New York City.

Sincere sympathy is extended to Mr. and Mrs. W. C. Boyle, of La Plant, on the death of their seven-year-old son, Billy, Jr., who passed away on July 13th, from inflammatory rheumatism. Billy was a bright little fellow and loved by all. Mr. and Mrs. Boyle wish to thank the Milwaukee Women's Club and the different railway employes for their kind assistance and flowers sent during his recent illness and death.

Warehouse Foreman L. F. Johnson took in the baseball game at Eureka, Sunday, August 11th.

Lorraine Hand, of the relay office, is spending a month in New York state, visiting rela-

tives. Her place is being filled by Mrs. Ewald Nepp.

Chief Perishable Freight Inspectors Mr. D. S. Westover of lines West and Mr. H. O. Everson, of lines East, spent a day in Moberge on business. We understand Mr. Westover had the misfortune to have his grip stolen while at Marmarth, and lost all his possessions with the exception of an extra pair of socks and a collar.

P. F. I. Harold Guthrie has been transferred to Bensonville, Illinois, and his place is being taken by Phil Anderson of Minneapolis.

The many friends of Mrs. Dorsey Trump, formerly Irene James, are grieved to hear of her serious illness; but at this writing she is somewhat improved and we hope for a speedy recovery.

Mrs. A. R. Kidd enjoyed a visit from her sister, Mrs. Allen Lee and family of Miles City. Mr. Lee returned to Miles City. Mrs. Lee and Mrs. Kidd are taking a motor trip to points in Wisconsin.

Mrs. Frank Williams and daughter, Francis, are spending their vacation with relatives at Denver, Colo. Since the wife has gone away, Frank has that lean, hungry look, and we hear he phoned all over town the other day to find a place where they were serving baked ham. This seems to be Frank's favorite dish; maybe one of the cafe's will have it next week, Frank.

Mr. and Mrs. Frank Schneider had as their guests, Mr. Schneider's mother, Mrs. V. Schneider of Miles City and Mrs. Schneider's sister, Mrs. Henry Martin and son, Donald, of Detroit.

Mrs. C. H. Cartmell is visiting at her old home at Cleveland, Ohio.

Mrs. Leo Middleton spent a week in July at her old home at Freeport, Illinois, visiting her mother and sister. The following week Mr. and Mrs. Middleton spent at Pine Lake, near Waupaca, Wis., at the summer cottage of Mr. Middleton's cousin, Mrs. Dell McDaniel. Fishing was good and it wasn't Leo's fault he didn't land any. Better luck next summer.

Dr. and Mrs. Twining and daughter, Betty, are taking an extended auto trip through Canada and the Eastern states.

Adolph Rognelson, our popular car foreman, is another lonesome man these days, as his wife is spending the summer with her people at Long Island, New York.

We notice two new faces in the relay office, Mr. H. V. Adair of Buffalo, N. Y., and Mr. L. G. Meyer, from Iowa.

Mr. Robert Wolgram and family are enjoying their vacation out on the West Coast, and California.

General Yardmaster Jim Caldwell is sporting a brand new Buick and consequently his family and his many friends are enjoying a number of fine rides.

Switchman C. B. Dewey and family have been visiting relatives in Illinois, also stopping at Detroit, Mich., to visit their son, Bruce.

R. S. Lewis attended the claim prevention meeting held at Miles City on July 24th.

A baby girl was born to Mr. and Mrs. Earl Stephens on July 17th.

Our former Superintendent Mr. N. H. Fuller of Spokane, spent a day in Moberge visiting his brothers, Wilbur and "Aggie" Fuller. We are sorry we missed seeing him, and hope he does not pass us up the next time he comes.

Mr. and Mrs. A. G. Fuller are spending their vacation in Iowa and other points in the East. Jack is chief cook and bottle washer and we understand he is an expert at taking care of birds.

Mr. and Mrs. Ray Allard, Interstate decorators from Kansas City, are here decorating the Interstate lunch room and everything looks spick and span around there now.

Mrs. Ralph Fraher and children are spending their vacation with relatives and friends in Iowa.



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Mrs. Ray Andorfer of Milwaukee, spent two weeks visiting at the home of Mr. and Mrs. O. P. Vachreau. Mrs. Andorfer was formerly Miss Jo Waters of Moberge.

We were glad to see the smiling face of District General Car Foreman Axel Strand of Deer Lodge, on our streets the other day.

Miss Leona Kellaher is now employed at the Store Department at Deer Lodge, Mont. Miss Kathryn Kellaher, who is taking nurse's training in Chicago is home for a visit.

W. E. Ring and O. E. Blake of Miles City, are covering the territory between Harlowtown and Moberge, on motor car and bridge inspection.

Mr. H. E. Riccius, master mechanic of Miles City, was in Moberge on business for several days, arriving on No. 18, August 6th.

Mr. Emil Scow, Milwaukee attorney, located at Bowman, N. D., passed away suddenly on July 17th, from heart failure. Mr. Scow was a pioneer of Bowman county and enjoyed an extensive practice there. He was a man of sterling character, who made many friends and he will be greatly missed. Deepest sympathy is extended to the family in their sad bereavement.

Tacoma District Accounting Bureau

K. M. O. Broadcasting

FOR several months the office has represented a floral shop, each one taking pride in displaying flowers from their respective gardens. Keep the good work up.

Who said there was no Santa Claus, we now have hot water, so we can keep our hands clean.

Mr. F. C. Mason spent the last week in July at Seaside, Oregon.

During July the furniture manufacturers and wholesalers held an exposition in the large warehouse at Milwaukee Dock No. 2.

Scoop, scoop, an addition to our office force. It isn't exactly an addition, it is just Harry Hatch, but he has been rebuilt. Harry showed up at the office not long ago with his mustache missing, he shaved it off during the warm weather to keep his upper lip from over-heating. I believe Harry will be "under the weather" in the near future, he has been used to having all his soup and other liquids strained, but since the old razor got unruly and cut off the old mustache, such food has gone to his stomach in its natural state. This Swedish eyebrow of Harry's wasn't one of those trick affairs, it was a relic of the old days when mustaches were mustaches and only men went to the barber shops.

F. B. Trout is old-fashioned. He celebrated his thirteenth wedding anniversary July 19, 1929, by being at his desk in the office, while Mrs. Trout spent the day in Seattle.

Guy S. Bell celebrated his 79th birthday on July 11th with the aid of the old gang of rummy players. A birthday dinner was served at the Bell home, the remainder of the evening being spent in playing cards.

Mr. George Pyette, D. A., and Mr. H. C. Johnson, T. A., spent several days in Bellingham on business.

We enjoyed having Mrs. Harry C. Johnson, one of our co-workers, for a couple of weeks.

Mr. Guy S. Bell spent his vacation with friends and relatives in Spokane.

S. C. D. Notes

"F. B. H."

VACATIONS—vacations—that seems to be all there is to write about these hot summer days!

Leona Schultz returned from a delightful one spent up in the Canadian Rockies and on the Pacific Coast and judging from all the pictures she was seeing sights—But who took all those good pictures of Lee? Another thing, just ask her about the Scotch trick she pulled in Portland—I'm still shocked!

Erv and Helen Weber spent several days in Minneapolis and the balance of their vacation in Chicago, but Erv says they wished they had stayed in Minneapolis—more fun. And, you should see his fine picture of Foshay Tower.

Ruth Martens had her vacation in July, but as usual, I can't find out a thing about it. But I'm guessing she had a good time, because she seems so happy since her return.

Albert Forrest had a very expensive one-week vacation down at Omaha. Burned out three bearings in his car and finally someone stole all his belongings out of the car, including a brand new suit. Tough luck, Al. But he takes it in a philosophic manner; says he's glad he wasn't in the car or he'd have lost all his money too.

And now for more sad news—Harold fell and broke his arm. He said he was reaching for his hat; and when I asked the particulars he said he hated to talk about it because it was so simple, yet the break was not so simple. We hope he will soon be able to get back to the typewriter, because we miss his smiles and noise.

Mr. Nystrom and family are vacationing at a lake in Northern Wisconsin.

Charles Kreil spent most of his vacation

catching up on much lost sleep, so he tells me.

Lillie Skobis says she spent a delightful vacation out at Cedar Lake.

Gertrude Haas took her nerve in hand and went to Washington, D. C.—hot weather or not. And now she's mighty glad she went. She had a wonderful time and many side trips, including a long auto trip up into the Blue Ridge Mountains.

Right now Herman and Edna Klatte are on an automobile trip down in Indiana.

Bernice took another flying trip to Green Bay. She reports a splendid time. No doubt she went dancing!

Helen and Catherine made a trip to DeKalb one Sunday and even though they had to get up in the middle of the night, or so it seemed—they had a wonderful time.

Julia looks sort of lonesome and on inquiring we find that Amos is at a summer training camp—Oh, well, six weeks isn't very long—it just seems long.

Carl Jaeger tells me that he had a real vacation this year—spent a few days at a lake and fished, but most important, acquired a nice coat of tan; says he spent most every minute of each day out doors.

The writer spent her vacation in Minnesota and Northern Wisconsin and had a wonderful time.

Art Schultz (Schlagenhauer), versus the South Side Pole (Bob Borucki) and Unser Heft Sig. O. Berg, the Norwegian Herring Choker. Place your bets early.

Did you hear about Harry Sjogren's new home? The boys' lips are all cracked now. Harry, waiting for the house warming.

Art Schultz just bought Barnum & Bailey's last year tent to make himself a pair of golf knickers.

Big events—Petrie's car is in the garage again.

The voice with the smile is back—"I can't hear you"—"What is it?"—"Who are you?"

Chandler scraped the mud from his shoes last week and came to town for supplies.

How are the cows out your way, Ernie?

Clarence Brophy, of the Iowa Highway Commission, is surely strutting around since he purchased his new special built Oldsmobile.

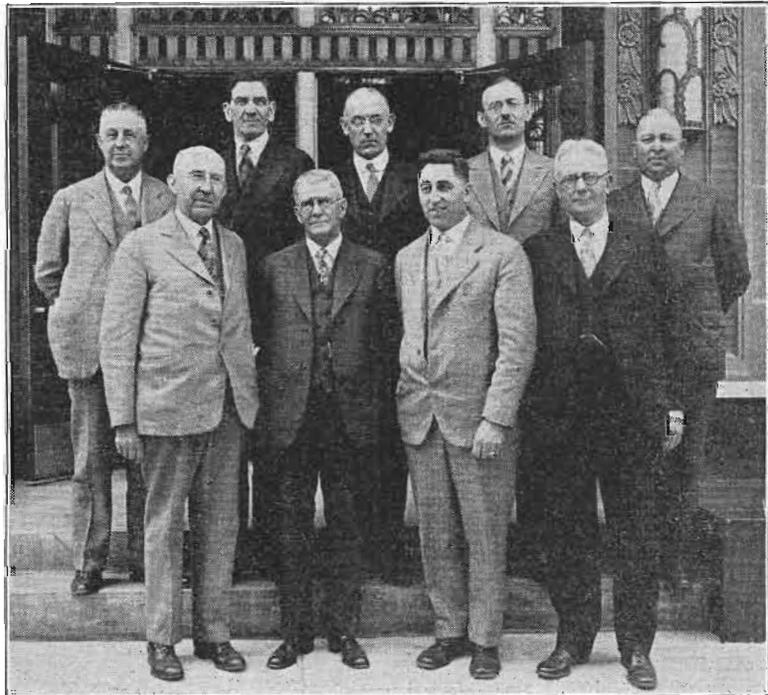
John Wylie seems pretty well shaken up since the purchase of his new Leaping Lena.

"Terre Hoot" Lentz was seen over West Allis recently in an airplane.

Magnus Lagried plans to spend his vacation in the north woods—"skol," Magnus.

Professor Wellnitz mystified the DeMolay boys on their recent excursion to Chicago with his magic.

Kermit Severson is still talking about his



Car Department Officials at Staff Meeting: Left to Right, Top Row—L. B. Jensen, J. E. Mehan, K. F. Nystrom, F. J. Swanson. Below—M. J. LaCourt, F. D. Campbell, G. Reichart, Wm. Snell

Drafts from the Drafting Room

Vacation time is here, and days are rather quiet around the office. Speaking of being quiet—Sky is away.

Magnus claims he has a car, but no one has seen it as yet.

Among other well known tourists with new cars, we find Oscar Peterson has recently returned from an extensive trip through Washington Park. My, how the mileage goes up.

Our little red-headed steno has just returned from an auto trip to Nebraska with a brand new car. We hear the old one "passed out" in the desert. Sounds like one of the "Covered Wagon" stories of '49.

The horseshoe courts are quite busy these noon times. In the near future the feature match game of the season will be played between John Wylie (the Jersey Mosquito), and

father's "Silver Wedding." If you liked it so well "Seve," have a wedding of your own. Shine around, girls.

Speaking of weddings—now there's Clarence Schwantes. No use, girls, it is too late—they have a nice trip to Glacier Park all planned. We will have the details next month.

Ray Petrie is spending his vacation in West Allis.

Elmer Kuntz has just returned from his vacation spent at Waupaca. We hear he got "hooked" on the "Chain-o-Lakes."

Einar Nelson is in great distress. As you know, he has a large flock of chickens at home. Being incubator fowls they have missed the usual home influence which all youth requires. Now they are about grown and neither crow nor cackle. Can you suggest a remedy for this deficiency?

DO YOU USE TRILBY?

See page 31

Notes from the Local Freight Office, Tacoma

R. R. T.

WE should hesitate to tell the following story about that gracefully-rounded and equally good-natured member of our warehouse force, Tubby Gleb, if we were not reliably informed that it is vouched for by Tubby's own mother. On such high authority it may therefore be considered as authentic. It appears that on one of the fine Sundays which the earlier part of the present summer occasionally brought us, the Gleb family with its connections and friends indulged in a large and enjoyable picnic out in the country. When it came to the pleasant task of spreading the viands for the big meal, it was found that the milk had either been forgotten or else had leaked out on the way—we forget which—but at all events there was no milk. However the difficulty did not appear insurmountable for they were away out in the country, in a secluded spot, and in a pasture adjoining them some bovine animals grazed peacefully. Someone suggested that nothing would be easier than to milk one of the cows; the suggestion was at once found practicable and Tubby was given a pail and dispatched to the task, in spite of his protests that he had never learned to milk while in the freight house. With considerable difficulty Tubby negotiated the barb-wire fence—those of our readers who know Tubby will realize that his otherwise pleasing and graceful form is nevertheless none too well adapted for squeezing through between the strands of a barb-wire fence—and cautiously approached the nearest cow with a soothing, "Co' boss, co' boss," which, he remembered hearing, was the proper term of address for a cow. The animal raised its head and gazed at Tubby, who stopped at a safe distance. When the animal again began grazing, Tubby cautiously moved forward again, cheered on by the applause of the onlookers, addressing terms of endearment to the bovine in his most dulcet tones. Whether the animal did not like Tubby's looks or his voice we cannot say, but all at once it stopped grazing, threw up its head, began to paw the ground and flick its tail. A wild yell emanated from Tubby; he dropped the pail so, as not to be impeded, and made a wild dash for the fence. Scorning to stoop to crawl through, he hurled it at one tremendous leap and landed in the safety of the other side, gasping with what little breath he had left: "She's a bull! She's a bull!" And so the picnic party had to go without milk.

Billy Alleman, warehouse foreman, with his family, spent his vacation at a little mountain resort up in the wilds of British Columbia, where the fishing and other attractions are of the very best. They had a wonderful time and came back but very reluctantly. During Billy's absence Mr. Arthur Gleb acted as foreman and bore himself with becoming dignity.

Orville R. Powels ("Ray"), in whom we take special pride as the tallest claim clerk in captivity, has graduated out of the flivver class and is now the proud owner of a Chrysler 75—a humdinger of a car with which Ray can overtake anything on wheels if the speed cops will let him. By way of dedicating it properly his first long trip with it was to his brother's wedding at Medford, Oregon, the entire Powels family being present. Not enough with this, they used Sunday afternoon to drive up to and around Crater Lake, another 150 miles. They report a wonderful trip and magnificent scenery. Having thus broken in the car properly, they contemplate using Ray's vacation to drive clear down to the Grand Canyon. We shall know by next time whether they did so or not.

Mr. W. S. Burroughs, our cashier, used his vacation for the very important business of painting his house, we understand—a very use-

ful and profitable occupation, to be sure, but not exactly appealing to us as a very restful way of spending a vacation. Our handsome Revising Clerk Mr. Al. Goldsborough, who is believed to know more about rates than any other man living, took a more inviting method of spending his allotted time. He and Mrs. Goldsborough took train and journeyed to Denver, where he has a brother living. They would have enjoyed the trip very much, too, if it hadn't been for the hot weather they struck back there—weather to which we Puget Sounders are not accustomed. It seemed mighty good to our friends to get back west of the Cascades again where one can at least sleep nights without discomfort.

Miss Frieda Marty made good use of her vacation by taking a trip to the old home state of Wisconsin, more especially to Monroe in Green county, the home of the noble Swiss cheese in America and her own former home, also to Milwaukee and the Fox River valley, visiting relatives, with a side-trip to Chicago, to see more relatives—altogether a strenuous program for a short vacation. However she enjoyed it greatly and came back much refreshed.

Mr. Rouse, our abstract clerk, went to Spokane and thereabouts during his vacation, but spent most of it at home, just enjoying himself, which after all seems a very sensible way to spend a vacation.

Our readers will hardly believe it, but Mr. Joe Gordon, oldest and most reliable member of our warehouse force, went to Vancouver, B. C., during his vacation. Of course other people do that also but we can understand that—but what shall we say when so staid and dependable a citizen as our Friend Joe yields to the enticements across the border? However, Joe says that he only went there to see a cousin, and while he was there other relatives from the east, whom he hadn't seen in twenty years, quite unexpectedly also came to visit, so there was quite a joyous family reunion.

Fay Clover, the assistant cashier, had the pleasure of entertaining old friends from Iowa who stopped off here on their way home from Los Angeles. We hear that he is planning to go to Vancouver and Victoria during his vacation and we hope that no earthquakes may occur while he is there.

Ray Fink, of the yard office, went east to see the big towns, going as far as New York. He stopped off in Ohio, and between the bad water and the thunder storms he became convinced in a few days that the Buckeye State, while doubtless it has its good points, is nevertheless no place for a native Puget Sounder. So Ray came back—and we are just as glad to see his smiling face again as he was glad to get back.

Kent Langabeer, of the yard office, is another one who took a trip east to Chicago. He took quite a liking to that prosperous village, but he hasn't got through yet telling about the

thunder storm in which he was caught there—the first one he ever saw.

Miss Willa Lindsey, assistant bill clerk at these diggings, took a day off recently to go to the mountain. Doubtless the mountain was as pleased to see her pleasant smile as the rest of us are. Miss Willa, by the way, has developed into quite a swimmer of late; we hear of her at Lake Surprise and others in the vicinity quite often.

Not long ago we had the pleasure of seeing an old friend back with us for a few days—none other than the former Miss Gwendolen Guslander, once upon a time of our dock forces and later at the local office, but now married for several years to Lieutenant Johnston of the regular army. She has been at Schofield Barracks, near Honolulu, for some years, but her husband was transferred to Fort D. A. Russell at Cheyenne, and she took the opportunity of visiting her home here for a few weeks. While here she was asked to utilize her past railway experience to do some special work at this office. It seemed nice to have her back with us once more and we wish her good luck at her new home.

A few weeks ago another old friend blew in to see us—and we shall have to admit that not all of us immediately recognized the former "Miss Bess" Spinning, one of the best bill clerks we ever had at Dock One in the good old days, though Bess has lost none of her good looks. She is now living at Portland and stopped off while driving through here with her husband in order to renew old acquaintances. There was quite a joyous reunion with those of the old dock force who are now at the local office and all the old friends were recalled in question and answer. We hope she may stop again on future occasions.

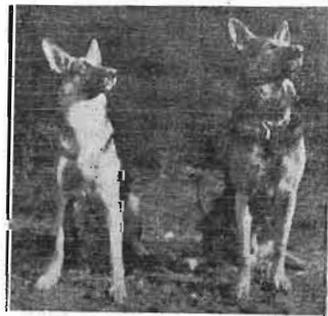
Bob Shipley, the former rotund assistant chief yard clerk, complains because we have not called public attention to the pleasant fact that he has quite regained his slender girlish figure and can now qualify as a perfect thirty-eight, or whatever may be the normal figure for a model of manly beauty. He certainly looks well now and we hope he stays that way.

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Care of Adv. Dept., 809 Union Station Bldg., Chicago

West I. & D. Division News

F. D. S.

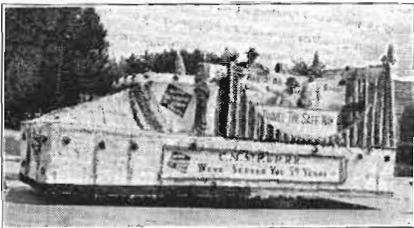
CHIEF CLERK LEWIS ILIFF and wife left August 10 for a week's vacation with relatives in Minnesota.

Phillip Hasslinger was off for a few days account of having a touch of the summer flu.

Emma Reyner, cashier at freight house, Mitchell, had the pleasure of a visit with her cousin in Mark Reyner and wife. Mr. Reyner is one of the leading cowboys with the 101 Ranch Wild West Shows, and his wife is the leading lady. She also has one of the main acts in the show with her trained elephants.

The force at Mitchell freight house are feeling quite high toned these days because the steam-fitters are working in the office getting things ready to hook the freight office on the steam line from the roundhouse, which will furnish them with plenty of heat this winter.

Mr. Shelby was telling us the other day that while he was in Los Angeles he had a very nice visit with Sylvia Overson. Sylvia used to work in freight office at Mitchell.



Milwaukee Float in American Legion Industrial Parade at Mitchell

Jack West, storekeeper at Mitchell, left August 10 for a two weeks' vacation. He was going to Mason City and the Twin Cities.

Adam Hebbener, night roundhouse foreman at Mitchell, went on his vacation the first part of August. Adam and his two sons went to Big Stone Lake to spend part of his vacation. From all the fish stories he tells they must have had some wonderful fishing. He brought some of the pictures down to the yard office showing some of the fish. But he didn't say whether he bought the fish or caught them.

Mr. Hannaford, Safety First inspector, was in Mitchell the latter part of July. He was on his way to Rapid City.

Conductor J. C. Wiley layed off the first part of August and spent a few days at Arnolds Park taking in the sights and fishing.

Jack Schmutzler, night yard clerk, was called home account of the serious illness of his mother.

Mr. Ed Stanton, wife and granddaughter left the first part of August for a visit with relatives at Des Moines, Ia.

Tom Francee, timekeeper at roundhouse, is away on a two weeks' vacation. We were unable to find out just where Tom was going.

Mrs. James Black, wife of our genial janitor, left for Sterling, Colo., to visit with their daughter, and also take a little side trip to Denver before returning home.

Our janitor, Mr. Black (better known as Babe Ruth) is watching the newspapers pretty close at the present time to see how the Chicago Cubs are coming. Jim is also saving up all his spare change so that he can take in the world series if they play in Chicago.

Bob Whalen, engineer, is sporting a new De Soto sedan. We understand that Bob can get nearly seventy miles an hour out of it.

F. E. Schneff, claim agent, was in Mitchell the latter part of July, attending to several claims.

Harry Bindrup, clerk at storeroom, is trying to decide whether to spend his vacation in Pennsylvania or take a trip to Canada.

Chicago Terminals

Guy E. Sampson

ONE of the most interesting, as well the best attended Safety First Meeting held in the Chicago Terminals for a long time, was held in the conference room of the Union Station the last Monday evening in July. Many matters of great importance were suggested and action taken on them. Mr. Flanagan was present and gave a very interesting talk which was enjoyed by all. The Safety move is taking a firmer hold on all thinking employes and the decrease in accidents shows it, but still there are many opportunities for improvements. In the terminals, as a whole, our accidents are decreasing, but the largest showing is being made in sections of the terminal, where the employes make the matter of SAFETY a subject of daily discussion. In this way they are able to keep everybody's mind on the hazards of their work by keeping the body and mind together continually, and by not permitting the hands or feet to work faster than the mind, the major portion of our avoidable accidents will be averted. As soon as a supervising employe begins to check up, every month, every week and every day on where his immediate forces stand on the "Accident List," as it is issued from time to time, and sees that there are others who are making a better showing than his forces on the report, he naturally begins to look around for the cause. The roundhouse, freight house, switching yard, or division that shows the most accidents one week, naturally will put forth special efforts to hold a better position on next week's report. At least that is what we are in hopes will be the aim of every Chicago Terminal employe.

Assistant Superintendent C. E. Elliott and family enjoyed a two weeks' vacation, which they spent taking a trip by auto, through Rockford, into Iowa, Minnesota and back by way of Portage, Wisconsin. They reported having had a wonderful time.

Switchman Ben Miller took a 27-day vacation and visited his mother in North Carolina. He says he enjoyed every minute of his time. His mother, who is 72 years old, is as spry as a kitten and enjoys boating, fishing and long auto trips as well as the younger ones. And Ben says, "Oh, what fishing."

Engineer Sam Pulford recently enjoyed a five weeks' vacation and made a trip to California. And you can bet that all through that trip he wore that Milwaukee button which shows that he has been on the pay roll of this great railroad for over 65 years.

Engineer J. K. Smith, who has been in the Chicago Terminals for a great many years, and who held a position at Bensenville roundhouse, was returning to his home in Chicago when he was hit by a passing auto. He suffered a fractured skull, both legs were broken. He was rushed to the hospital where he passed away the following day. The remains were taken to Perry, Iowa, for burial. The sympathy of all employes is extended to the sorrowing ones.

Illinois Division Brakeman Mr. Rodman, who was injured about a year ago, and has been a patient at the Washington Boulevard Hospital most of the time since, underwent another operation the fore part of August. It was hoped by all that after this operation Mr. Rodman would be fully recovered. But when on the morning of Saturday, August 10th, the sad news came that he had passed away, the entire

community was shocked. There had been such hopes of his full recovery that none were prepared for the news. The body was taken to his old home at Walworth, Wisconsin, for burial. Mrs. Rodman and son reside at Bensenville, where they have many loving friends, whose sympathy is extended to them in this, their hour of sorrow.

August 22nd, that was the day "Fatty Arbuckle" Franz, chief clerk at O'Brian's yard office, marked on the calendar some time last spring. It was the day he was to begin his annual vacation. He did that very thing, and how? To begin he purchased a second-hand Moon automobile, had all the front springs re-inforced (this on account of his approximately 250 pounds avoirdupois) loaded the family in the Moon and away they drove for a real exciting vacation. On account of the name of his car, "Heavy" said he had to leave the home brew at home, for he had heard that home brew and moon don't work well together. So the Moon got the preference in this case. Mr. Burns filled Mr. Franz's place in the office while "Heavy" and his family were enjoying their trip with (not to) the Moon.

Miss Norma Everson, of Cameron's office, and Miss Curry, of Leo Denz's office, hied themselves away the fore part of August, and they went to no other place than the Black Hills district in Dakota. These two young ladies arrange each year to take their annual vacation at the same time and spend it together. We all know that they had a wonderful time out where men are men and women are—well you can't tell them from the men by the wearing apparel or the way they cut their hair. A great place to spend a couple of weeks, the girls say.

When Ann returned from her vacation and resumed her duties in Mr. Elliott's office she was heard whispering something to Marge about licenses. And now all the rest are wondering if she is contemplating getting a new car or some other important event which calls for a license, is going to take place. Can't say, but we all know Ann will let us all in on the news some time.

Miss Ruth O'Keefe, daughter of Night General Yardmaster Jas. O'Keefe, has accepted a position as stenographer in Assistant Superintendent C. E. Elliott's office at the North Hump. Her many friends were more than pleased to see Ruth obtain a position so close to home. She graduated from the Bensenville high school last June with high honors.

Mr. Frazer, a machinist for the Milwaukee at Harlowtown, while returning from a visit with his sisters in Detroit, stopped off a day in Chicago and visited. He liked our location here, especially Bensenville, and who knows, some day he might transfer to the Terminal and his family have the opportunity of enjoying life in our suburb?

Yardmaster Ed. Stevens took his vacation the first half of August. We did not learn where he spent it, but we are positive he got away from the hum of the car wheels.

Yardmaster Walter Christenson also enjoyed his vacation during August. We know Walter was not long getting up to the cottage near Portage, Wisconsin, where his family are enjoying the summer. Just rest, fish and then rest some more was his intention when he left here for the camp. Oh, yes, he had to take the radio along for what would Walter do if he couldn't get the Cubs play by play report daily.

Engine 7202, Ernest Nead, engineer, Foreman Berger in charge, with 35 cars for the I. H. B. entered the I. H. B. tracks at 2:15 p. m., August 12th. Nothing exciting about that only that they were the first crew to use the new remote-control electric switches that were put into service at 2 p. m. that date.

MECHANICS USE TRILBY

See page 31

Since that every body is using these switches and we don't even mention it.

Mr. Wm. Balousek, chief clerk at Galewood, enjoyed his vacation by taking his family to Sunny California for a month's trip. Mrs. Balousek's father recently died at Ottumwa, Iowa, and "Billy" decided that a few weeks travel would help them to become reconciled over this deep-felt loss.

Owen Flarrey, yard clerk at Western Avenue, was just finishing up his vacation on August 3rd. On that day he went to St. Joseph's cemetery near River Grove. While there he witnessed an automobile accident. He with others rushed to the scene of the accident, and in the excitement and a controversy between police officer and the gathered crowd, he suffered a heart attack from which he never recovered. His prostrate body was quickly rushed to a hospital, but he passed away before the hospital was reached. The body was sent to Terre Haute, his former home, for burial. The sympathy of all employes is extended to the bereaved ones.

Mr. Wm. Bishop, chief clerk at the Bensenville yard office, his son and William's father spent a week at Haugen, Wisconsin, fishing and resting. The elder Bishop is retired from active employment, being pensioned by his former employers and now makes his home with his son at Bensenville.

Mrs. G. E. Sampson and children spent a couple of weeks in the Kickapoo Valley of Wisconsin the latter part of vacation time.

Master Keran O'Keefe spent his vacation on the farm of his uncle at Wauzeka, Wisconsin, and did he have fun? Ask 'im.

No notes from the roundhouse this month. Either they were too busy or else they think we know everything. In either case they were both wrong. Hope they wake up next month and give us some news. Lots of 'em there if we could only get some one to jot down a few items of interest.

Miss Helen Dulan, who came to Trainmaster A. W. Hervin's office a month ago, did not stay long enough to get acquainted before they carted her off to one of the general offices downtown. Hello, good-bye, that's a railroad-er's life.

Chicago Terminal Car Department

From observation we very rarely find comments pertaining to activities of the Car Department of Chicago Terminals. Many of the Car Department employes have wondered why this was with an organization so vital in the every-day business of the Terminal. This was due to none of the employes in the Car Department ever taking upon themselves to see that items pertaining to their department were published and we are therefore attempting to have inserted in our magazine monthly, items and happenings of the Car Department organization in the Chicago Terminals.

One of the most important things which every Car Department employe in the Terminal is interested in, is Safety First and figures and records show that nice reductions are being made in the number of injuries occurring. One of the things that is keeping the subject alive as well as creating a competing influence amongst the employes of the various repair points are the very fine Safety First score boards which have been put up at all car repair points. These boards are quite large in size, resemble a baseball score board and the seven car repair points in the Chicago Terminals are listed on each of these boards taking the place of teams. A record is kept daily of injuries throughout the terminal as well as indicating last year's injuries and each individual repair point is always familiar with whatever occurs at the other repair points; and we can assure you that there isn't a re-

pair point in the terminal but what the entire personnel takes pride in having the best record so far as the smallest number of injuries are concerned.

At this writing, Bensenville Repair Track and Yard lead the entire Chicago Terminals Car Department in having the least number of injuries for the first seven months of 1929. Bensenville Car Department's total man days per injury for the year 1929 thus far is 10,346

and they are quite proud of the fact that they are on top not only so far as the record is concerned but for the dividends it pays in eliminating pain of injury and loss of time to the injured person as well as the loss of time to the railroad of a trained man.

Vacation periods are just about over at this writing, and the majority of the Car Department men in the Terminal are back again in harness doing their stuff.

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THE WEBSTER LUMBER COMPANY

2522 Como Avenue, West

ST. PAUL, MINN.

The Voice of Union Street Nate Abrams, Broadcasting

We wish to extend our sympathy to Ed Slongen and family, on the death of Mr. Slongen, who passed away at his home in St. Louis.

"Rosie," of the freight house, has been displaying some of the finer points of art. In fact he has been showing his ability on a number of sketches which he recently gave the boys of the office a chance to look over.

Dancing instructress wanted. Must be good-looking. Inquire at Notice Desk for position. Harry B. Head, Kids Department.

The latest news regarding the condition of "Doc" Cronin is that he is improving. We are glad to hear this, and hope he will continue to improve.

Mr. Mudge, our accountant, has left us for two weeks on his vacation. He is motoring in his new Chrysler sedan.

Barney Bour, super-sheik, has teamed up with the Pretzle Kid, for a beer trip to Milwaukee. We wonder if it's really a beer trip. P. S. Barney is now starting on the married men—probably for advice.

Mr. Brantley has left us for a vacation trip to the good "Ole South."

What's the big smile for, Potter? Better see Ray first before you leap.

Bill Fullbright doesn't seem to drive his Dodge sedan down any more. What's the matter, Bill? Does it refuse to go? Probably saving it for the World's Fair.

Here's your chance, you hot sheiks: Ford racer, rainbow color, in A1 condition. See Nate for red tape.

Iowa (Middle and West) Division

Ruby Eckman

MISS MARY WAGNER, the youngest daughter of Fireman James Wagner of Perry, was married on July 16th, to Ray Redden. The young people will make their home in Perry, as Ray is employed by Montgomery Ward & Co., in their local store. Mary is a sister of Jake Wagner, the first trick clerk, at the roundhouse, and Conductor Frank Wagner, of the West Iowa Division. Another brother, George, is on the lines west.

Friends of Earl Nunn, agent at Keystone, who has been sick for several months, will regret to learn that there has been no improvement shown in his condition.

One of the Iowa Division operators had a request in for a lay-off this summer. His job was one which could not be filled by a foner and as the relief agents and operators who were telegraphers were all busy, he decided to renew his request in poetry. The following verses came to the chief dispatcher at Perry, and need less to say the vacation was granted. The verses were entitled, "HOME YET."

When you have scrambled through a year
And done your level best
To bring the honest bacon home
And feel you've earned a rest,
Oh—how it thrills your jaded soul
And stirs your circulation
To hang your troubles on a peg
And start on your vacation.

When you have motored through the mud
To find they would not bite,
Have detoured here and detoured there
And changed a flat at night,
Oh how it thrills your weary soul
To drive the old car up
Beside your door and greet once more
The lonesome family pup.

WITH THE YELLOW BAND

See page 31

Francis Carl, a nine-pound hoy, was born to Mr. and Mrs. Ray Lee of Perry. Ray is employed in the Car Department. The little son came to the home on July 14, which was also the date of the mother's birth.

Mr. and Mrs. Carl Fish of Perry, are the parents of a seven-pound son, born to them on August 6th. The young man is a grandson of Machinist Charles Johnson and since his father and grandfather are both in the Milwaukee family he will no doubt follow in their footsteps.

Jerry Fowler, for many years an employe on the Milwaukee roundhouse roll, died at his home in Perry the latter part of July. Jerry was a young slave and remembers the incidents of the Civil War, which resulted in his freedom. He came to Perry about 20 years ago and worked in the roundhouse until his health failed.

Engineer Charles Nath, who is employed on Lines West, was called to his old home in Perry in July, on account of the death of his mother.

N. E. Westover, the perishable freight inspector, took his family to Seattle to visit a brother, while he was enjoying his annual vacation from his duties in Perry.

Jack Davis, the young son of Conductor Edward Davis, met with a peculiar accident in July. The lad shut the door of their home which contained a glass which had been cracked for some time. The glass fell out and a pointed piece penetrated his shoe and cut a bad gash in his foot.

Hoyt Rissler, one of the middle division brakemen, would like to see more attention paid to Milwaukee trains by autoists. Hoyt was the rear brakeman on a train coming into Perry yard early in the morning July 21st, when an emergency stop was made due to an auto being driven into the side of the train. Hoyt wasn't looking for a stop just there and as a result was knocked down in the caboose.

F. M. Blakslee, agent at Defiance, took his vacation when the Shriners went to Los Angeles, and with Mrs. Blakslee, joined them on the trip. F. M. took some extra time off and made a real trip of it.

Yard Clerk Marlow Stotts and family divided themselves up considerably when it came to taking vacations this summer. Marlow's son, Lawrence, went to Ada, Ohio, to work on his grandfather's farm during the summer. Marlow went to Canada to visit some old friends and relatives, and their daughter spent her vacation with friends and relatives in northern Iowa, going with her mother to Ada, to accompany her brother home when school started.

R. E. Fitzgerald, first trick operator at Perry Yard, had a nice vacation this summer, the first in a number of years. He took his grandson Barton Fitzgerald, to Minneapolis, where he met his daughters Nan and Emma, and the four took a motor trip around the lake region.

August third was the date which the Iowa Division folks selected for their annual picnic. The affair was held at Perry and attracted a large crowd of folks from Council Bluffs and Atkins, which with the usual crowd that attended from Perry, made a big turn-out. The picnic and all festivities of the day were held at an amusement park, which proved a very fine place for them. One of the churches served the big dinner in the evening. The afternoon was devoted to athletic events and ball games and in the evening there was a big dance. The affair was considered a big success.

An eight and one-half pound girl was born to Machinist Frank Fulhart and wife, of Perry, on July 28th.

Virginia Wicheal, the ten-year-old daughter of Conductor Harley Wicheal, while playing at the park the latter part of July, fell from one of the bars on which she was performing and broke her arm. The injury healed before school

started, so did not interfere with her school work, but it was sort of an unpleasant happening for a summer vacation.

Engineer Wallace Rawson and family had the pleasure of attending a family reunion in Arlington, Iowa, July 28th, which was attended by ninety-three relatives from six states. A most enjoyable time was, of course, had by the Perry folks.

Section Foreman Natzel, from Manilla, was called to Montevideo, Minnesota, the latter part of July, on account of the death of Mrs. Frank Natzel, wife of the roadmaster there, who had been killed in an automobile accident.

Mrs. Carolina Heinz, mother-in-law of Alonzo Springer, the Iowa Division water supply man, died at the home of her son, near Perry, the latter part of July. Death followed a long illness.

E. A. Needler, third trick ticket clerk at the Perry depot, spent his vacation on a trip to Minneapolis, where he joined some relatives and took a motor trip to Wisconsin.

Mrs. John Powell, mother of Sylvan Powell of the Perry roundhouse force, died at the family home in Perry, the forepart of July, following a long illness.

Trainmaster O. A. Beerinan and family, of Mason City, were in Perry the middle of July, to visit at the home of Victor Hansen, district safety inspector.

Conductor Frank Wagner received word the fore part of July that he had a new grandson, as an eight-pound boy had been born to his son James and wife in Denver. The lad has been named James Wagner, after his father and great-grandfather.

B. C. Snyder went back to work as agent at Dawson in July after having been off duty for several months on account of sickness.

Engineer L. F. Johnston was in Boston, Mass., in July, visiting with his daughter.

Engineer Henry Nichols had a real vacation in August and September. He left Perry, August 18th, for Vermont, to visit his brothers and other relatives, returning to Chicago in time to join the Veterans on their pilgrimage to Seattle.

La Crosse Division Items

Eileen

THE painters are busy dolling up the depot at Portage and we are going to look very nice when the work is completed. The depot proper and the station buildings are to be finished in cherry red with gray trimming and black sash. The work is progressing rapidly and will be finished very soon.

Mr. and Mrs. T. E. Garrity of Hartland announce the arrival of a ten-pound boy, born July 27. It is quite probable that "Jimmy Dart" will become a signal maintainer (if he wakes up in time).

Mr. and Mrs. Frank Gerstenkorn are spending their vacation in the northern woods this year. This gives Frank a chance to really feed the deer.

Chief Clerk Erickson has returned from up north where he spent part of his vacation. Dewey Brown, dispatcher's clerk, is also back on the job again after having a week's vacation. Marjory Sutton enjoyed a long auto trip on her vacation. Right now, Trainmaster Whalen is taking a few days from his duties.

No doubt there will be a shortage of fish for those who go later in the season judging from the big ones we have been hearing. We wonder if the stories or the fish are larger.

There is a new-comer at Marj's, and you never could guess who it is—in fact he is too new to be named—well, we won't keep you in suspense any longer. It is a toy bull.

"The Rails," an indoor baseball team, and member of the Twilight League, is composed

of members of the superintendent's, division master mechanic's and division engineer's offices. At present it is holding second place and Cattie says it would be in first except that he is not able to play, but we saw him warming the benches. He suffered the first fatality of the season on the team and Eddie Roeker is next, but they are both in A-1 condition now.

Something's always taking the joy out of life. Imagine being about 20 miles from home, enjoying an outing with friends, starting home and breaking the spring on the trusty car. Well, anything I left out you ask A. M. K. about—he knows more of the details than I do.

Jim Hackett has tired of reading all the so-called bunk in our modern newspapers and has taken to reading Jewish newspapers. Haven't heard him say how he enjoys them, however.

Somebody put a bug in my ear, saying John S. McCauley is leaving soon for the Superior Division. Bet he will visit Lyndon before he leaves.



These young people seem to be getting worse every day and the automobile only serves to make life faster. Some of these good, substantial old moralists like traffic cops who lecture us on the evils of the speeding car are usually thanked for their kindly advice which is promptly forgotten. Take the case of Lou Boyle. The picture speaks for itself.

The other day Roadmaster Tony McMahon received a courtesy card to the flying field which entitled him to one free student trip with pilot Ben Winchell, the courtesy being authorized by E. E. Must have been a whooping success because we haven't heard nor seen Tony since.

Mr. Bublitz of Portage Yard the other day discovered a car (auto) at Portage which had been there for a couple of days, and upon taking up with the police department it was found it was a stolen car which had been abandoned. He wears his honors lightly, however, because his long association with the council of Portage has caused him to accept such things as a matter of course in a checkered existence.

Don McConahay and Ray Rueckert nearly destroyed the screens on the porch of a fashionable home in Kilbourn recently. It seems they had escorted two young ladies home and accepted their invitation to while away the time on father's front porch. It came time to leave all too soon, as it does, and Rick opened the screen door and went out on the walk. Mac started to follow suit but due to the darkness missed the door and unhooked a screen. Finding that he had made a mistake, he tried the next hook. Neither was that the door, but when the screen fell out, Mac made a hasty exit.

Twin City Mechanical Department

N. A. H.

NOT only do the Milwaukee trains run on schedule time but the Store Department truck and Whippet B-33786 have a schedule all of their own, meeting point 26th Street be-

tween 27th Avenue and Minnehaha, with stop-over for interview.

Mr. J. B. Johnson, enginemen examiner, has been confined to the hospital for a number of months and our last report was that he is improving considerably and we hope he continues for the better.

Master Mechanic P. L. Mullen made Minneapolis a visit, and it being so long since his last visit, he had to introduce himself.

Vacations are getting to be a thing of the past and everybody comes back saying "How hot it was."

Traveling Engineer F. G. Hemsey has slipped out west for a two weeks' vacation. And he sure will enjoy it after riding circus trains and specials to the extent he has of late.

Herb Allen, clerk in Minneapolis roundhouse, spent his vacation out with the Boy Scouts, he being very active in this organization. Then another joy added to his vacation was that Studebaker.

Mr. Crooker of the Safety First organization, has spent considerable time interviewing employes who were injured and instructing them along the lines of Safety First. He is very active on the job and always glad to receive any suggestions whereby he can eliminate injuries of all nature.

Mr. J. Bodenberger has spent a great deal of time at Minneapolis supervising the converting of Mallet engine 9500 into an oil burner.

We were pleasantly surprised by Mr. George Rushlow, who is here at Minneapolis account of sickness and also to take in the Veterans' Convention on his way back to Long Beach. Mr. Rushlow is a retired H. & D. engineer, residing at Long Beach, but the middle west seems to lure him back every year, together with his many relatives and friends.

Minneapolis roundhouse is a very important place, making changes in the house to receive

the fourteen new passenger engines late in the summer. The house will be enlarged, as these engines are of the Hudson type, requiring longer stalls, etc.

Fuel Supervisor E. J. Kervin has been promoted to traveling engineer on the Kansas City Division and we wish him success.

Iowa (East) Division and Calmar Line

J. T. Raymond

AMONG the number of Marion folks who expect to attend the Milwaukee Veterans' reunion at Seattle are: Mr. and Mrs. Geo. Barnoske, Mr. and Mrs. S. A. Parmenter, Mrs. Clara E. Mitchell, Mrs. W. K. Lothian, Mrs. Neva Scampton, Mr. and Mrs. W. R. Barber, Mr. and Mrs. Chas. Rowe, Mr. and Mrs. George Busby, George Lane, and Ye Scribe.

F. E. Wilcy, ticket clerk, Cedar Rapids, spent his vacation at Edgewood, C. H. Kennedy taking his place.

Mr. and Mrs. W. E. Cooper were away on a two weeks' vacation.

Boilermaker Foreman C. L. McDonald of Marion, attended a meeting at Milwaukee and spent the balance of his vacation at home.

Mr. and Mrs. S. A. Parmenter of Marion, are spending several weeks visiting in Kansas and Colorado Springs.

Conductor Ray Freeman of Cle Elum, Washington, visited briefly in Marion calling on old friends.

Dispatcher and Mrs. R. C. Merrill were away on a two weeks' vacation late in August; part of the time they visited Mr. and Mrs. D. C. Walter at Canton, Ohio.

Engineer and Mrs. L. C. Low of Marion, have returned from an extended vacation at Lake Okohoji.

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Mr. and Mrs. W. T. White of Long Beach, Calif., visited Marion friends the middle of August. Mr. White formerly worked for a number of years on the division and is now retired.

Clark L. Sherwood of Cedar Rapids, was taken to a hospital at Beloit, Wis., for treatment early in August. Mr. and Mrs. Sherwood had been spending their vacation at Bay Lake, Wis.

Dispatcher and Mrs. L. S. Dove and daughter Nadine, spent their vacation at Pequot Lake, Minn., where they have a cottage.

Operator M. J. Marchant of Marion, is relieving the operator in Mr. Duval's office at Omaha for a few weeks. Operator E. F. Clausen is relieving him at Atkins Yard.

G. E. Madsen has been appointed operator at Lyons.

Operator F. E. Sorg is absent from duty on account of the illness of his wife. He has taken her to Rochester, Minn., for treatment.

Conductor Charles Cornelius is taking a lay-off for a few weeks. Conductor Lee Tolbert relieving on Nos. 3 and 4, between Omaha and Marion.

Train Baggage man Walter Glew has been off duty since August 3rd on account of his wife being taken from her home in Farley to a Dubuque hospital for an operation.

Dynamo Baggage man J. M. Murphy is taking a vacation of a week or ten days, F. I. Pierce relieving on Nos. 19 and 20, between Chicago and Marion.

Conductor John Dignan has resumed work on the north end passenger after spending two weeks in the west on business.

Brakeman G. W. Helms has been loaned to the Kansas City Division and is working out of Ottumwa.

Conductor Ed Templeton is off duty on account of sickness, F. S. Craig relieving on Nos. 8 and 19, between Marion and Chicago.

Freight Brakeman Elmer W. Fisher and Miss Holst, of near Marion, were recently united in marriage, and for the present will make their home in Marion. The Magazine extends congratulations and best wishes.

Train Baggage man Ed M. Taylor has resumed work after being off for some time on account of sickness. C. H. Wescott relieved on Nos. 3 and 4, between Marion and Omaha.

Passenger Brakeman John Cone and wife are taking an automobile trip to Denver, Colo., to visit relatives. They expect to be gone about three weeks.

Kinney Stewart, stenographer in the superintendent's office for the past year, has accepted a position as stenographer in W. R. Warren's office in Des Moines, and left to take up his new duties August 1st. Kinney made many friends during his stay in Marion, who will wish him success in his new position.

General Office—Chicago

Vila

IT is with deepest regret that we write of the passing away of Mrs. G. R. Morrison, wife of G. R. Morrison of the Employment Bureau, whose death occurred suddenly July 25. Mrs. Morrison was a member of Union Station Chapter of the Milwaukee Women's Club and served on the Social committee. Burial was at Tomah, Wis. The heartfelt sympathy of their many "Milwaukee" friends are herein conveyed to Mr. Morrison and his daughters Mrs. Mina Wilson and Mrs. Mark White.

Mr. and Mrs. James Nolan are receiving congratulations on the birth of twins, a boy and a girl, born July 21. They are also very happy over the full recovery of their little son "Jimmi" who has been very ill with scarlet fever and diphtheria.

A note received from Mr. Orville Silvernail of the Engineering Department, tells us he is feeling a lot better and we hope that he will not have another set back.

We wish to offer our condolence to Mr. John Oakford of Mr. Gillick's office, in the loss of his wife who passed away August 2.

Miss Wilabelle Voight of the Employment Bureau, spent her vacation with her folks at Watford City, North Dakota, where we understand they had some "warm" weather.

The wedding of Miss Mary Lauk of the Advertising Department will take place Saturday morning, August 31, at nine o'clock at St. Viator's Church. Mary has chosen for her bridesmaids her two sisters, Frances and Helen. To date we have not learned the lucky young man's name.

The Comptroller's Office wishes to welcome two new members on its force: Miss Eileen Grey, sister of Miss Catherine Grey of the Legal Department, also Miss Evelyn Anderson from our Fullerton Avenue offices.

The comptroller's office was sorry to see Mrs. Louise Zerweck, who has been with us eleven years, leave the service. Good luck!

Mrs. George Hesler, formerly "Peggy Kress" of the comptroller's office, announced the birth of a son on August 3. Congratulations!

Miss Margaret Pagels entertained twelve of the girls of the comptroller's office, Thursday night for dinner and bridge. A grand time was had by all. Alice Sandberg carried off first prize in bridge. Dorothy Lehnert the proud winner of the "booby."



Here's the Bunch that had the "Grand Time"

There is a rush of job seekers to the Transportation Department since the advent of having members of the fair sex featured in pictures of the new Arrow and Locomotor. Misses Nelson, Patterson, McNicholas and Allen have recently had their likenesses smiling from the front page. Boys, the line forms on the right.

South Side pedestrians, have a care. Miss Marilyn McNicholas is making the streets at La Salle and 55th a hazard with her new Ford. Hear her car has a wonderful pick-up.

We welcome to Chicago Mr. John Arensdorf of Dubuque, who has taken the position of secretary to Mr. J. L. Brown, general superintendent of transportation, since the promotion of Konrad Hagen.

The Misses Riley and McNicholas are reported to be members of a yachting party which will visit Mackinac Island and other wet places.

Miss Rose Mary Stevens has accepted a position in the Transportation Department. She has been seen meeting a friend in the main waiting room of a Saturday afternoon, which hasn't reassured her male admirers.

We have it straight that Dick Robel has commenced the composition of a song dedicated to one of the members of the Transportation Department. It is entitled "Won't You Kiss Me Goodbye, Honey?" Accent on the last syllable.

After writing many thrilling stories of spectacular "catches" at resorts along the rail-

road in northern Wisconsin, the editor of "Fish Tales," Miss Mary Lauk of the Advertising Department, made the prize catch of the season on August 31, when she was united in marriage to Mr. "Eddie" Gunderson, prominent Randolph Street merchant.

Mrs. Gunderson should be the best cook on North Avenue if the many recipes she has been clipping from various publications are an indication of the tasty dishes she intends preparing for "hubby."

Mrs. O. H. Friend of the Advertising Department, entertained a number of friends on August 6, at a miscellaneous shower in honor of Miss Mary Lauk. We understand that a handsome glass rolling pin was among the many useful gifts presented to the bride-to-be. We hope Mary will use it only for the purpose for which it is intended.

S. M. (East) Division

V. J. W.

THE following item taken from the Jackson, Minn., Pilot, will be of interest to S. M. employes inasmuch as the principals are both S. M. employes, Mr. Vollmar, an express messenger, and Mr. Laugen, agent at Jackson.

"Members of the Kiwanis Club were given an opportunity to better understand what express service really means in connection with our business progress as a result of the meeting held Monday noon. H. R. Laugen was chairman of the meeting and secured the presence of E. J. Vollmar, messenger for the Railway Express Agency, who gave interesting facts and figures together with many illustrations to show just what part the express service is playing in the transportation industry. In fact, Mr. Vollmar's hearers were surprised when they learned that air service had already been added to a hasty delivery service by the express company. Not only did Mr. Vollmar bring to his audience much interesting information bearing on the transportation question, but proved himself a pleasing entertainer on the harmonica, a skill he has often demonstrated to listeners in on the radio programs sent out by the Twin Cities. Jackson Kiwanians greatly enjoyed the talk and entertainment given by Mr. Vollmar and will be delighted to have him again appear before the club."

Assistant Cashier Barker is back on the job at the freight office and "The Rainbow" after a trip to Madison and Milwaukee.

Our bill clerk, Robert McCoy, and wife are enjoying a vacation with friends and relatives at Lanesboro and La Crosse. Red should enjoy the trip, away from the sarcastic insinuations, which were so prevalent around the office during the closing days of the kittenball title series, even though he did bring down the wrath of the other occupants of the car by getting stuck in the mud and splashing up a little summer finery.

Just a closing word for the ball team. They finished in the semi-finals, which is better than 9 of the 12 teams, and with the assortment of red-headed, left-handed ivory available they expect to lead the field next year.

Yard Clerk Lloyd Severson says some clouds really have a silver lining. Recently he was taking Sparky Kelm's dog for a ride on the running-board of his car (popular model) when a big new car passed with a dog on the running-board. Evidently there was a difference of opinion between the canines as the dog from the big car fell to the street in attempting to take a nip of Sparky's dog as the cars passed. The driver ahead stopped short to recover his hound and "Kokomo" did too, but not until after he had folded his front end up in attempting to move the car ahead. The cloud appeared as the driver of the head car checked out to be the sheriff and the silver lining appeared as

Mr. Sheriff apologized for obstructing traffic and offered to stand the expense of new fenders and wishbone.

Evelyn Wigness, D. M. M. office, is enjoying her vacation with relatives near Adams.

Master Mechanic Thos. McFarlane, wife and daughter Gladys, spent their vacation this year on a trip to Alaska. They sailed from Seattle August 22, on the steamship "Queen" in company with the Milwaukee Puget Sound Pioneer Club. Several stops were made at points of interest en route with an eight-hour stop at Skagway, Alaska, before returning.

If you have ducks or chickens running at large we would suggest that you lock them up as our office hunter, the auburn-haired weighmaster, is preparing for a heavy season. He has just placed an order for a late model bird dog and reports it is a good retriever, which suggests an imagination, inasmuch as the hound is only two days old.

Speaking of dogs, our benevolent "Major" Hagelund almost had a dog. A rural hound found peace and quiet on the Major's doorstep and soon won the hearts of the little Hagelunds only to be routed out by that villain, the dog catcher. Even though the recovery set Chris back \$5 for a license, \$1 for the dog catcher, and \$2 for a collar on which to hang the license tag, he negotiated all the preliminaries with dispatch and before nightfall the outcast was a fully equipped city dog. However, another unforeseen difficulty intervened. Homesickness and that love of nature called and soon the \$8 dog was hying himself back to the farm. A hasty trip out to the country disclosed for Chris that the hound was well satisfied with his first home and that dogs in the country do not need collars, tags, nor do they fear dog catchers.

We have another "tale of a dog" which came very near being a "tail of a dog." Baldy's depot dog, made famous by his appetite for ice cream, acquired a new habit of barking at the passing trains. Baldy considered the display of temper unbecoming in a railroad dog, and the first lesson to break him of the habit was to be a crack from the order hoop. The dog had other ideas and in ducking the first pass he jumped under a passing train. Fortunately he escaped with a few minor cuts and bruises and is again ready for his ice cream and the daily application of iodine.

Operator H. L. Olson and wife of Lanesboro, are taking a trip through the western states. They visited at Lewiston, Montana, Spokane and Seattle, Washington.

Timekeeper Flannery and wife spent a few days at Browns Valley, Minn., where they enjoyed riding on a Great Northern bus and visited some of Mr. Flannery's folks.

Mrs. V. R. Cullen, formerly chief clerk at the D. M. M. office, is at home again after having

undergone an operation at Rochester. She is reported as improving nicely.

Inspector O. E. Bradford and family enjoyed a two weeks' outing in northern Minnesota and Canada. Did they shoot at you, Brad?

We have rather meager details covering a broken-down motor, a long walk and an Evangelist meeting at Lyle, featuring Stenographer Violet Beatty. We will turn this over to "Tang" for further details.

We are indeed sorry to hear that Ben Evenson has suffered another stroke. He had been improving nicely and had enjoyed a few days out of doors when he was again stricken, August 9.

Sympathy is extended to Switchman Geo. Paulick in the loss of his wife whose death occurred at St. Olaf Hospital August 7, after a two weeks' illness with pneumonia.

Engineer D. L. McLaren is now at the U. S. Veterans' Hospital, Fort Snelling, and will appreciate hearing from any of his friends, or have them call when in the city. Address Room 208.

Ticket Agent John Shultz left for Rapid City August 3, to take in the big Indian jubilee.

We are indeed glad to see Checker Arnold Hoffman back on the job. He had been laid up with an abscessed throat after having had his tonsils removed.

Si Johnson is acting C. D. these days while F. M. V. and family are enjoying a motor trip through Wisconsin.

Operator Cal Gifford says he has frequently been mistaken for a horse thief, but when a stranger inquired if he was an engineer, he says they are carrying the joke too far.

A big green butterfly was reported seen in the division offices recently, but a closer check revealed it was just a part of "Runt" Hogan's haberdashery.

Another item we must refer to the house detective for further details, is the reported motor accident featuring Louie and Frieda. Our report states no bones were broken, just scared.

Sparks from the East End of the Electrification

By Adolph C. Knudson

THE tinge of autumn will soon be in the air. Already the harvest moon is shining over central Montana and, although the season has been dry, the grain harvest in most parts of this section is good. This year, as never before, the value of proper tillage has been proven. Wheat grown on summer fallow is averaging from thirty to seventy bushels to the acre, while that grown by other methods is not going over twenty.

Trainload after trainload of new wheat is now coming out of the Judith Basin—"The World's Bread Basket"—enroute to the grain markets of the world.

Business on the road is good, darn good, and everybody is happy, soon the livestock shipments will be added, then things will be humming on The Milwaukee.

Luke's gang is still with us, and they are still raising thunder and putting a prop under it.

Say, boys! Get your appetites ready. The Harlowton Chapter, Milwaukee Women's Club is planning to open the new club house with a grand housewarming, and they do say they will invite us fellers in to help them celebrate if we'll promise to be good little boys.

Miss Hattie Trudnowski, daughter of Boilermaker Anton Trudnowski, spent several weeks recently at points in western Montana. While away she visited her brother Marion, car inspector at Deer Lodge, and for ten days enjoyed his new roadster with him. Folks, that is one whiz-bang of a car.

Right now I'll make mention that directly after purchasing the new bus, Marion drove over to Harlow and spent a week end at the parental home.

It does seem that latter July and early August are popular times for eastern folks to visit Montana relatives and friends, and a number of them have done so this year.

Switchman and Mrs. Scot Lewis had as their guests for several weeks, Mr. and Mrs. Geo. J. Eldridge and daughter, of Des Moines, Iowa, who, on the return trip, visited Yellowstone Park.

Boilermaker Helper and Mrs. Irvin Fuchs had as their guests for several days, Mrs. Fuchs' mother, Mrs. McGuire, and sister, and two brothers, of Miles City, who were enroute home from an extended visit to California points.

Switchman and Mrs. F. L. Shadley had as their house guests Mrs. Shadley's mother and sister, Mrs. Addie Chambers and daughter, Deltha.

Others on the eastern entertaining line were T. M. Engineer and Mrs. Roy Gee who had as their guest, Mrs. Gee's cousin, Mrs. Young of Wilmar, Minn.

Storehelper Y. E. Miyoshi and son, Toru, motored to Yellowstone Park in their Plymouth Chrysler, where they spent ten days entertaining the bears.

T. M. Fireman M. D. Edson and Car Inspector Wm. Paul, during later July, attended the York Rite Masonic convention at Helena, and, at the same time, Car Repairer Ole Osmondson and Car Inspector Robert Glenn were over in that direction. Then, too, stores and banks and depots in Helena were held up by four fellows. Well, the boys are still out of jail, back on the job and, seemingly, not worried about anything, so I guess they are not the guilty ones.

And now our Cashier A. W. Berge is sporting a new Marquette roadster. They do tell how for a spell when Auggie went riding of an

PREVENT CLAIMS

In addition to refrigeration as produced by placement of ice in bunkers, lettuce and commodities of a like nature require that ice be placed directly on the article and on top of crates to prevent wilting and deterioration. To prevent water, from this melting ice, from remaining on floor of car, with resultant damage to floor, insulation and side walls, some of our cars in 82,000 series and all of those in 85,000 and 87,000 series have been equipped with ice pans which are depressed below floor level, allowing free passage of water or ice meltage into pans. Floors are also water proofed. The real danger of this hidden damage in loading cars not so equipped comes later when a car might be placed for loading which requires a maximum amount of refrigeration or heat. Water-soaked insulation, floors or walls will not effectively keep out frost or heat.

UNION REFRIGERATOR TRANSIT CO.

evening he never headed west. Could the young lady by his side have been a determining factor?

Miss Erna Soderstrum, clerk at the Car Department, spent a week at the parental home in Deer Lodge, and then several weeks later she enjoyed a few hours' visit with her mother, who stopped off here enroute home from a visit with another daughter at Great Falls.

T. M. Conductor and Mrs. S. W. Murphy and family are now making their home at Roundup, where S. W. has bid in a switch run.

Beatrice and Everett Nelson, daughter and son of Linesman Jim Beatson and former residents here, spent some time in our city visiting friends.

I do wonder did N. B. D., over there at Three Forks, lay in a good supply of ice cream and coffee, August 3, enough to last over the week end anyway—if she didn't she was sure out of luck after No. 17 arrived the following morning, and Rocky Mountain Engineer Barnes is to blame for the general shortage of those items at Three Forks that day.

And here is how: While his train was standing at the station Mr. Barnes—salute him the next time you meet him, for he is a Milwaukee firm, tried and true—engineer on the train that morning, while walking along it found a broken truck hanger on the diner. The hanger, when found, had dropped to within two inches of the rail and could have caused a very serious derailment.

The passengers raided the ice cream and coffee supply while the train crew, gentlemen by the names of John Haugan, Baker and Erickson, of the Gateway, Robert Shultz, of the water service, who happened to be in the neighborhood, and Trainmaster A. C. Kolhase, assisted by several passengers, effected tempo-

rary repairs, enabling hauling of the crippled diner into Deer Lodge, where the car was set out, permanent repairs made by the Car Department, and again placed in service on No. 18 that evening. Thus, due to the watchful eye of an employe, was an accident prevented and all who wished that service, had breakfast and luncheon by Rector.

A certain nice young man come over from Deer Lodge and spent a week-end here recently. Since then a charming young lady has been wearing a diamond on that fateful third finger of the left hand, and passing around the candy. THANKS FOR THE CANDY.

S. J. Alexander, operator here for the past twelve years, has bid in the agency at Manhattan, Montana, and, with his family, has moved to that place. Good luck to you Alex, and don't take any wooden nickels.

As these items go forth to press, Machinist J. H. Todd and family are touring Canada in the trusty Model "T."

Storekeeper George Ellis chose the first two weeks of August as the time to journey to Milwaukee on business and, incidentally, to visit the parental home at Minneapolis. He will be accompanied on the return trip by Mrs. Ellis and the boys, who have spent several months in the "Flour City."

Twin City Terminals

Mac
ROY WARNER, rodman in the Engineering Department, had the misfortune of injuring his head while diving in the lake at Ortonville, Minn. He has been in the hospital for about three weeks.

Division Engineer Blomgren and Chief Carpenter Wolff have decided to make arrangements to have their hair marcelled in order to

keep up with the three clerks in their office. Dave Wolff is objecting to paying the full price for having his three hairs marcelled, when others have a whole head full marcelled for the same price.

The division engineering office now has a modern blue printing machine and dryer. The finest in the Twin Cities.

Miss Faldet, stenographer in the engineering office, has returned from her vacation, and reports just a wonderful time as usual.

Mr. A. Alexandria, Signal Department, and Mrs. Alexandria spent their vacation last month visiting at Milwaukee and Chicago.

Miss Lois Borne, clerk in the Signal Department, took a trip on her vacation last month to Seattle, Wash.

Henry Rudd, in the local freight office, has returned from his vacation and looks to all outward appearance as though he had enjoyed his time off.

Mr. Frank Foster, cashier in the local freight office, was married August 10 to Miss Esther Perusse of Franklin Avenue, S. E. Mr. and Mrs. Foster took a trip to Spokane, Wash., and visited a brother of Mrs. Foster's at Everett, Wash.

The father of Fred Johnson, cashier, local freight office, passed away on August 13. Mr. Johnson was born in Nordfjord, Norway. He came to the United States in 1877, coming to Minneapolis to make his home soon afterwards. He was in the employ of the Northern Pacific Railroad for nearly 40 years as land agent and then immigration and passenger agent. His work made him a pioneer in establishing homes and colonies in Minnesota and westward to the Pacific coast. He also served in the Minnesota National Guard. Mr. Johnson was 82 years old. Sympathy is extended to the family in their loss.

The activities of the Milwaukee Division of the Railway Business Women's Association for the coming year will be led by Miss Mattie Chewing, Store Department, as chairman. Grace Quinn, secretary, and Cecelia Murphy, commercial office, treasurer.

Des Moines Division Items

Frenchy
MR. KENNETH STEWART has been appointed stenographer in D. F. & P. A. Warren's office, coming from Marion, where he was employed in Superintendent Elder's office. Mr. Stewart succeeds Miss Dorothy Krisinger who was married recently.

Not long since, one of our timekeepers, Miss Bernice Russell, decided as she had kept many men's time for several years she was well fitted to keep one man's time accurately the rest of his life, so on August 10 she was married to Mr. Cyril Derickson at the home of her parents in Des Moines. After a short wedding trip the young couple returned to Des Moines, where they will be at home on the South Side. Mr. and Mrs. Derickson have the best wishes of all their Milwaukee friends for a long and happy life.

The small son of Dispatcher M. C. Corbett, who was quite ill, is recovering nicely.

Glee Olson, section foreman at Albert City, visited his parents at Grimes, Sunday, August 4th.

Mrs. Swan Anderson and children visited relatives at Marathon on July 17.

Agent Foxhoven was off duty account illness during July and was relieved by E. E. DeLacerda.

The correspondent, accompanied by her mother, returned July 29 from a vacation spent in Seattle visiting their sister and daughter, Mrs. William F. Piper and family. Had a fine time. Seattle is growing very rapidly and is more beautiful than ever.

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CHICAGO

Boh Conrad and family are spending their vacation at Cedar Rapids and Spirit Lake.

Mrs. H. Berman spent Sunday, August 4, visiting her sister at Boone.

Ray Farran laid off during August and was relieved by P. L. Calhoun.

Conductor W. H. Hayden, who has been ill for some time, worked two trips during August. We were all glad to see him again and hope he will soon be able to be back on the job permanently.

Conductor J. L. Tidball and wife were called to Bloomington, Ind. during August by the death of Mrs. Tidball's brother.

Brakeman H. M. Killam has returned to work after an extended leave of absence.

Operator Ray Dawson, accompanied by his father and mother, made an auto trip to Muscatine and return Sunday, August 11.

Roscoe Frazier and wife returned recently from an extended tour through the west and Canada. They report a fine time.

Section Foreman Charles Nelson and family have moved to Grimes, Mr. Nelson having recently taken charge of the Grimes section. He was for several years at Rockwell City.

Herbert Jacobs is the proud possessor of a new Ford car.

Mr. G. A. Williams and family visited the Grotto of the Redemption at West Bend, stopping at Ft. Dodge and Boone, during August.

Mrs. J. A. McIntire of Ft. Dodge, is visiting her sister Mrs. G. A. Williams.

Wisconsin Valley Division Notes Lillian

A NUMBER of the office force of the various departments either have had their vacation, are absent, or making preparations for leaving. It is a time that is looked forward to by all and each one returns with much renewed energy and ready for another season of work.

Train Dispatcher M. C. Harris was called to Mauston, on account of the serious illness of his father.

Mrs. B. F. Hoehn visited with her daughter at Mitchell, South Dakota, for several weeks.

Mr. I. Livernash has been on the sick list and was off duty about three weeks.

Kenneth Conklin of Milwaukee, is visiting with his parents, Mr. and Mrs. C. H. Conklin.

J. Horn and Charley Whit, time inspector, tried their luck at fishing with fair results—it's sort of messy to carry fish back to Milwaukee anyway.

J. E. Dexter has returned to work after an absence of about three weeks on account of illness.

Mrs. R. G. Linder is convalescing after a serious operation had while at the Wausau Memorial Hospital.

Mrs. John Powers of California, is visiting at the home of Charles Conklin, Jr. She was accompanied by her sons John, Jr., and Alexander.

Not only Lake Wausau but every section of the Wisconsin River seems to be "coming back" as good fishing grounds. During the season some good catches have been reported all along the line and some big fish have been caught. Edward Butler and Walter Parker of Mosinee, had a thrilling experience. The boys are each twelve years old. While trolling Edward hooked a little more than he had possibly bargained for, but he was game and held on, while Walter handled the boat. After a long struggle, which at times seemed hopeless, they succeeded in getting the fish into the boat. The boys had to lie on it at the bottom of the boat, much to the soiling of their clothes, but the fish was taken back to Mosinee in

triumph. It was a great northern pike, and weighed thirteen and one-half pounds.

Dr. Butler of Mosinee and his guests, E. H. Huberty, Harry Roberts and Ray Huberty, landed eight great northern pike that weighed forty pounds, at Tomahawk Lake.

The largest muskellonge on which record has come to the conservation commission this year weighed forty-five pounds and was caught by Jack Smith and Tony Katz in Chain Lake, near Rhinelander. It was 53 inches long. On the same day, there were two muskies brought in within an hour of each other, weighing forty-one and forty-four and one-half pounds. Mrs. Charles Gustafson, 67 years old, caught a twenty-six-pound muskie. The banner trout caught this year was landed by Dr. Pope of Montfort. It measured twenty-seven inches and weighed six pounds and six ounces.

Engineer Steve Schultz came up to the office just the other day with a four-and-one-half-pound green bass caught in Lake Minocqua.

Observation lounge cars have been placed on the Fishermen's Special trains No. 151 and No. 152 between Chicago and Star Lake. This will be very much appreciated by patrons and will give them an opportunity to view the beautiful scenery all along the Wisconsin Valley Division.

Bill Sullivan and Walter Chelson from Merrill, had a good catch of pike and pickerel which were taken out of Big Lake, near Goodnow.

Agent A. O. Sundett at Wisconsin Rapids, has succeeded in getting the routing of all material for a new church which is to be built at Wisconsin Rapids. This means a big additional freight revenue. He also has been successful in locating the Shell Oil Company on our grounds at Wisconsin Rapids.

Agent J. A. Steele at Hazelhurst, recently succeeded in getting a number of tourists to return to their home via C. M. St. P. & P. R. R. Ticket sales for one day amounted to about \$200.00.

From the Cross Roads of the World

Roberta Bair

OUR superintendent, L. F. Donald and family are spending their vacation around the lakes in northern Wisconsin.

T. I. Colwell, wife and son are spending their vacation in Lawrence, Kansas. Mr. Colwell is chief clerk to Assistant Superintendent W. G. Bowen.

Miss Christine Hammond, stenographer to Assistant Superintendent W. G. Bowen, spent her vacation visiting in Monroe and Detroit, Michigan.

Dollar day certainly worked its way into the purses of some of our earnest employees. Most young folks don't like a street light or in fact

any kind of a light, but Marie Stwally has turned the tables. Guess she is still too young to be left without a light, so she purchased a brand new table lamp. It turns out easily.

Jane Amour has sprung one on us. Tuesday, August 13, she came to work wearing a brand new white gold wrist watch with pretty clean hands 'n' everything. Just what happened the night before we are still unable to say.

Howard Stewart should know by now that his head isn't as hard as a Pennsy engine. How long will it be before his nerves are settled? We wonder if it was all caused from the impact with the engine or otherwise. At any rate, Had's biggest loss was his nerves. If anyone can suggest a better remedy than nerve tonic, don't hesitate. Howard's least worry lately has been a \$93.00 bill he heard someone received. Suppose Leo Huberty had his biggest thrill when he tried to push that Pennsy engine over. Guess this just thrilled him so it took a week to get over it.

Lost: Somewhere between 2:00 p. m. and 4:00 p. m., Friday, August 2, one pink blouse. For information regarding its disappearance, please notify Eleanor Faris.

Recently an article appeared in the Kansas City Division items in which the statement was made that Mr. Wanderberg, district boiler inspector, said he thought the Kansas City Division had the most beautiful girls on the entire system. We understand, from a reliable source, he really meant the Davenport bathing beach has the most beautiful girls to be found anywhere.

For information regarding train connections to Milwaukee, via Effingham, Logansport, or Indianapolis, just see Alice Church. At any rate, we hope Alice has a nice visit in Milwaukee over Labor Day.

We would like to know why it is that the visitors all fall for Eleanor when entering the master mechanic's office. Step up boys, step up!

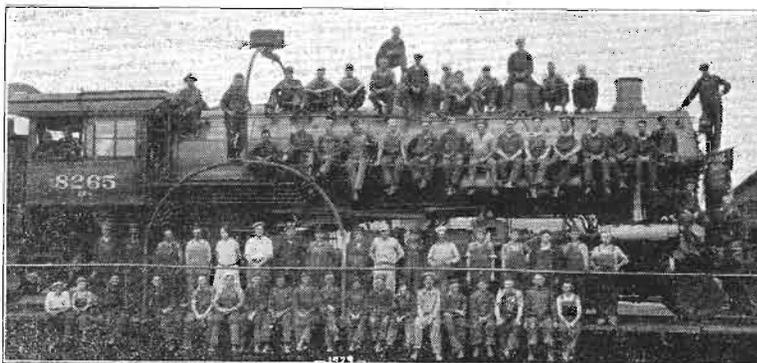
We feel that a new position should be created at the roundhouse as telephone operator and the position be given to a certain congenial crane engineer, as we understand he is a first-class operator and that he has a good line. Who's the owl?

Well, the time is almost here, August 17, when Eleanor, Flossie, Edna and Salina will begin that long talked of trip. To make a long story short, these girls will see all the sights at Colorado Springs, Denver and Salt Lake City before arriving at San Francisco and Los Angeles. After spending some time in Los Angeles they will see the gopher hole the Scotchman dug, called the Grand Canyon of Arizona.

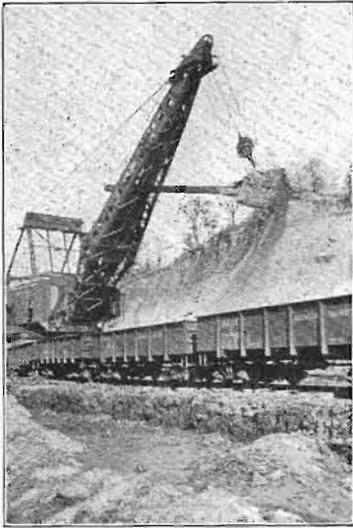
Painter Foreman John Storm is already planning on his vacation to Seattle in September. We all wish him a very pleasant trip.

West Clinton

What do you know about the clam shell now, Red?



Roundhouse Force, West Clinton, Iowa



Big Electric Shovel Near West Clinton. Note the Heavy Layer of Coal Beneath the Track

Cecil Elmore relieved Operator Doc Johnson for several days the latter part of July.

Mason Oliver is again working at West Clinton.

Yardmaster George Lundwall is going to be careful about mailing his Sox after this.

Claude Silkwood is on the soup and milk diet. Yep, he had his dishes taken out last month.

H. T. McCown says he has the "Carnival Blues."

Fred Cowan is back from Bedford.

How are the clam shell cramps, Joe?

L. E. Emerson, to yard office bunch: "Good morning, gentlemen, I hope I haven't made any mistake."

Guy Kelly says it's either the clam shell, weed burner or American ditcher to worry about.

Engineer: "What kind of signal is Slim trying to give down there?"

Brakeman: "He is just scratching chiggers. He's been picking blackberries."

Casey Jones had nothing on a certain car inspector here. He knows by the engine's whistle just what engine is coming into West Clinton yard.

The West Clinton Hotel is being dressed up for winter. John Storm and his workmen are here to paint the interior and a new roof was put on the big building this week. Manager Lawrence McKay, who is entering upon his third year here, is much enthused over the extensive repairs being made.

We are anxious to see our old friend George Lunwall since he has become "citrified."

If Harvey Lee doesn't quit going down to Linton and digging up that dope, we won't have any reputation at all.

West H. & D. Division "Doc"

DIVISION STOREKEEPER JAY GOVE says his Safety First record is the best on the railroad—fourteen months without a reportable injury, and his force handles a half million dollars' worth of supplies at Aberdeen in a year, a lot of it lumber and timbers that is heavy stuff to handle and requires considerable care. He thinks it a rather good record and entitled to a little space in the Magazine. Fine, Jay, keep up the good work.

The Milwaukee Diamond ball team has been playing some good ball lately and some not so good. Anyway, they are in the running for the city championship and hope to make it. They played a practice game with the Woodmen one evening which team contained a sprinkling of train and enginemen. The way those fellows played ball would cause the uninitiated to think they were old Major Leaguers. Possibly they had in mind they were running on a time order and had to keep the ball burning up the air.

Messrs. Rasdall, Vik and Adams, attended a meeting at Miles City, July 24th, called for the purpose of discussing livestock conditions, transportation and other problems, and an interesting meeting is reported, although they were somewhat disappointed in not being able to get rid of all the suggestions they had to offer. However, they hope for better luck next time as they think the H. & D. is just about the best on the system when it comes to interest in transportation matters, and livestock and claim prevention in particular.

Misses Rubertus, Retke and Brown of the superintendent's office, are back from their vacations to the west coast, and report a very enjoyable time; also that the Milwaukee service is much superior to other railroads. Next year they figure on spending more time the "Mil-

waukee Way" and leave other railroads as a last resort.

The extra gang season and special track work is nearly at an end and Ed Holtz feels somewhat relieved already. He is the boy in the superintendent's office who has been beset with numerous and various complaints from transient trackmen when they quit the job and couldn't understand why they were not handed out their wages in cash instead of waiting for identification slips to come in from the timekeepers and time drafts made out. Ed just about got to the point of imagining that everything he looked at was plastered with time drafts.

Correspondence has been flying thick and fast on the division recently. Investigation developed Ralph Homelstad, superintendent's stenographer, has received a new typewriter—body by Fisher.

Staff officers much in evidence at Aberdeen today, the 12th, Safety First Meeting being the cause. During their spare time between arrival and time of the meeting they are seen busy renewing old acquaintances and finding out a lot of things pertaining to their work that they save up to talk about first-hand and save correspondence.

Mr. M. J. Flanagan, of the general manager's office, spent several days in Aberdeen recently in relation to Safety First Matters.

The recent and rather protracted hot spell of weather on the H. & D. Division was ended the other day by several nice showers on the division. Several reports were had of extra interest and efforts put forth by trainmen, agents and others to relieve livestock of any bad effects of the hot weather, which apparently has worked to good advantage as no reports have been received of unusual deadage in transit. Some of our agents spent considerable time with shippers when livestock was being received from farmers, handled in yards and loaded into cars, and indirectly it was learned shippers were much impressed and pleased by the interest shown.

Dispatcher Adams at Aberdeen and Walter Dunlap at Montevideo, are on their vacations the first part of August. Neither stated their intentions, whether it would be fishing, swimming, boating or just plain resting from the arduous duties. Maybe we will hear about that later when they return.

The oiling machine has been traversing the division oiling the roadbed to avoid dust nuisance for fast trains. This work will be completed to Minneapolis soon and there will then be no complaint of the dust between Minneapolis and the coast.

Our two extra gangs have completed the relaying of 75 miles of rail on the main line and Mitchell line, and the gangs of Loftus and McClellan are following up the surfacing. This work has progressed much more satisfactorily than in former years, due to more modern methods and machinery for doing work formerly done by hand. One of the machines first used this season on the H. & D. was the tie tamper. The tampers are shaped much like a garden spade, the handle is held by both hands of the operator, the motor on the handle gives it a weight of about 90 pounds. There are 10 to 12 of these tampers to a gang, each tamper or motor fed by current through cable from a generator on a hand car that follows on the heels of the gang, the generator run by a gasoline engine. In operation a tamper reminds one of a facial vibrator machine used in a barber shop or beauty parlor; it works on the same principle, and there isn't much doubt but what the inventor got the idea from a vibrator machine as that is about one of the first vibrators put to commercial uses. Anyway, Blake says, they certainly do massage the gravel under a tie.

Massachusetts Bonding and Insurance Company

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It is especially designed for RAILROAD EMPLOYEES and is the most up-to-date Contract, containing the Broadest and Most Liberal Benefits yet offered.

See our agents today or fill out coupon below and send to Supt. Railroad, Dept. 0000, 14-20 Kilby Street, Boston, Massachusetts

Gentlemen:

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Employed by _____ R. R. _____

Blake, by the way, is division engineer, and has been much in evidence around the extra gangs during the season. The fact is, they cannot do much of anything until Blake or his men have their lines staked out here and there so they will know how far they can go this way or that, or up or down. Helvig was noticed toting the transit or surveyor's instrument around, setting it up and turning it this way and that and doing considerable sighting. One evening after the gang had ceased working for the day, the transit was noticed pointing off into the country. Curious to know what things looked like through the telescope of the transit, several of us took a squint through it. What we saw resembled a bathing beach. There was a swimming pool off toward the hills, and that darned transit, you know, magnifies 45 times, or such a matter. Helvig never tipped us off at all, so curiosity must be blamed for the revelation.

Anderson, of Blake's force, has been inspecting and testing cement at concrete work during the past few weeks. Anderson is the pitching artist on the Milwaukee ball team, and Lund, of the same force, plays shortstop. That's just two of the infield. There's Arndt, local athlete, who plays third, and Gartland of the Gamble Stores on first, and with Dispatcher's Assistant Williams on second, many and varied are the plays they pull off. Some times the play around short, second and first would remind you of the old days of major league baseball when you heard much of the double play, "Tinkers to Evers to Chance," that got to be so famous the crowd fell to chanting it every time a man was on first and second to furnish the opportunity for the double play. We haven't got to the point of chanting "Lund to Williams to Gartland" as yet, but they expect to perfect their team work to that extent next season.

Then there is Walker in left field. He's the fellow who wrestles green backs on pay day at the Aberdeen National Bank. He's a left-hander, and when he comes to bat the entire outfield line up at the trees far side of right field, which seldom does them any good. If they do happen to catch one or two of the long ones, Walker just steps to the other side of the plate and the opposing outfield all go hoofing it to the left field fence.

There are others on the team, of course, but we will give them a rub in coming issues. If we were to write about the propensities of all the players in one issue we would need the entire Magazine. Some ball team we've got at that.

Solid grain trains have been inaugurated on the H. & D. Aberdeen to Minneapolis, running with the usual regularity and making main line changes of engines at Montevideo which gives the grain practically time freight service or better.

Ray Hoefs, our personal injury expert, says our record shows nine reportable injuries among employes during the last 257 days. He says that isn't so good nor not so worse—it might be worse but ought to be better. He has a large pack of Safety First bulletins awaiting their turn to be posted and some of the slogans are very good. They come from every craft on the railroad and no exceptions. Ray, by the way, plays on our ball team, too, in right field, and his ambition in that line is for the season to last just long enough for him to excell Babe Ruth.

Kansas City Division

C. M. G.

F. E. PERRY, second trick operator at Braymer, Mo., and W. H. Rowe, second trick operator at Polo, Mo., have been off duty account illness.

After 37 years of service, Engineer W. M. Davis decided to take a vacation. Mr. and Mrs. Davis left Ottumwa during July for Denver, and for fifteen days they will enjoy the mountains and scenic country of Colorado. From there they will go to Cheyenne, Wyo., will also visit with relatives in Sidney and Norfolk, Nebr. before returning.

Among the passengers carried on the big air liner Standolind III of the Standard Oil Co., on its flight from the Ottumwa Legion air port to Moline, Ills., was Dispatcher H. G. Barnard. Several Ottumwans were among the guests making the trip on the big liner, which landed at the Moline air port an hour after the take-off at Ottumwa.

After an absence of over five months, account injuries sustained while in service, Brake-man Arthur Wymore returned to the service on July 17.

First trick operator, Martha Brown, West Yard, visited in Muscatine, Iowa during the month of July. She was relieved by operator Dick Waldon.

A new Essex Sport Model Coupe is now seen among the cars parked by the employes of the office of the superintendent, which is the property of Roberta Sidebottom, stenographer to the chief clerk.

Traveling Engineer H. R. Howard and family were at Lake Minnetonka for two weeks. Mr. Howard stated that the fish did not bite very freely.

On July 8 Agent C. F. Johnson, Elmira, Mo. was married to Miss Helen Juanita Adams, daughter of Rev. and Mrs. Dan Adams of Novinger. The wedding took place in Kirksville, Mo.

Eighty-five employes were present at the Safety First meeting held on July 19 in the K. of C. Hall. After the business session those present were served with ice cream, cake and coffee by several members of the Milwaukee Women's Club. Traveling Inspector Geo. E. Fall and Safety Inspector H. G. Smith were here to attend the meeting, also several east division section foremen and Roadmaster A. C. Tubaugh of Chillicothe, Mo.

Numerous ex-residents of Ottumwa have been visiting in the city during the summer months. H. C. Ballard, now chief clerk to superintendent, Green Bay, Wis., and formerly

an employe in the office of the superintendent, Kansas City Division, made a call at the office to see some of his old acquaintances. Mr. and Mrs. G. O'Gar of Minneapolis, were the guests of Dispatcher R. O. Clapp and Mrs. Clapp, grandparents of Mrs. O'Gar. Ruth Lowe of New York, daughter of Roadmaster R. R. Lowe, is at present a guest at the home of her parents. Previous to making the visit home she was confined to the hospital in New York for two weeks account illness. While in New York Miss Lowe was engaged in dramatic work. Mrs. L. Akers of Watska, Ills., is visiting at the home of her parents Mr. and Mrs. Tom Kemp.

Chief Clerk in the office of the superintendent was a frequent caller during July at the office of a local dentist. They are all extracted and "his bark is far more fierce than his bite" now. However, J. W. S. tells us it won't be long until the cavities will all be filled.

O. G. Marrs, demurrage man on the Iowa Division, was a business visitor on July 17 and 18.

Miss Xenia Swinney of the freight house, made a trip to California several weeks ago. J. Mills, also of the freight house, was a July vacationist. But, we have no information as to where he spent the time while off duty. Mechanical Timekeeper Hubert Webber made his second trip to New York during July. Took in a great many of the wonders of the metropolis for the second time. Visited the U. S. Navy Yards at Brooklyn and viewed the cruiser Pensacola under construction.

Dispatcher E. J. Klahn and Mrs. Klahn just returned from a motor trip to Duluth, Minn., and points in northern Iowa.

E. C. Koeting relieved J. McEwen, Farson, Iowa, who visited in Detroit, Mich., during his vacation. Mrs. McEwen accompanied Mr. McEwen.

J. E. Bjorkholm was a business visitor in Ottumwa during the early part of August. Also E. E. Beutell, fuel inspector, was on the division for a week.

Sodie Blake of the Store Department, and family are enjoying a vacation in Idaho.

Mr. and Mrs. W. Marble returned on August 11 from a sojourn in Washington state. Visited at the home of Mrs. Marble's brother in Spokane and with other relatives in Seattle.

Why Wait? Get it Now!

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

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

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

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CENTRAL TRUST
COMPANY OF ILLINOIS
CHICAGO

"The warmer climate for me" seems to be the slogan of Miss Mildred Kissinger when deciding on a place to spend her vacation. Last year it was Cuba, this year, not quite so warm a spot, however, many degrees warmer than in Iowa. The last two weeks of July Mildred spent with her sister Mrs. Hugh Evans of Amarillo, Texas.

Trainmaster's Clerk Harold Henson is in Cedar Rapids attending the Knights of Pythias convention in that city. We cannot say where Harold is to spend the remainder of the two weeks for he failed to state before leaving.

This little incident happened many weeks ago: Jesse Epperson, B. & B. foreman, Coburg, was painting sash of the storm windows at the Baltimore freight house, his attention was attracted to a young lady crossing the viaduct and in observing the young lady and watching her perform this feat, he failed to keep his eyes on his work and he painted the window pane and all, instead of just the sash. This indicates that you cannot do two things at one time.

From the comments expressed by many who attended the 1929 Milwaukee Employes' Picnic, it was a real success. Mrs. H. F. Gibson was the chairman of the picnic committee and had full charge of the affair. Over 150 were assembled on Sunday afternoon, August 11 at Wildwood Park. The most important feature of the picnic was the ball game played between the Southwest Limited team and the Dude team. The final score was 20 to 16 in favor of the Southwest Limited team, and the winning team was presented with a large cake attractively decorated with white and pink frosting and the initials of the C. M. St. P. & P. R. R. in pink lettering on the top of the cake, which was made and donated by Mrs. Gibson. Cannot give a complete lineup of the players; however, Umpire Randall made the decisions; Gene Howard was the pitcher, and Lee Harness the catcher for the Southwest Limited, while Trainmaster W. C. Givens was selected to pitch for the Dude team and R. R. Lowe was the catcher. Contests and races were participated in by the ladies and children during the afternoon hours, and prizes were won by Mrs. Peters, Mrs. Chas. Ross, Mrs. H. R. Howard and Mrs. J. Morlock and Miss Frances Fulton. The following boys and girls were winners in the various games furnished for their amusement: Chas. Ross, Bill Givens,

Wm. Peters, Max Peters, Mary Belle Tuomey, Mary Evelyn Peters and Audrey LaBelle. The important prize of the affair was the electric fan donated by Ben Grotz, which was awarded to Dr. Rambo for guessing nearest to the exact number of beans in the bottle. Mr. Grotz also donated the coffee and cream served during the dinner. Mrs. Gibson and Mrs. Givens had charge of the making of the coffee, and at six o'clock the picnic dinner was served under their supervision. Mrs. Mike Reynolds had charge of the distribution of the pop, assisted by Gene Howard. Billy Givens was the "Handy Andy" boy at the picnic and was helpful in many ways.

The only mishap of the day was the injury sustained by Superintendent H. F. Gibson, who was a participant in the ball game, and in endeavoring to run up a score for the Southwest Limited team fell and sprained the ligaments in his right leg. It is necessary for him to be confined to his home for some time. We certainly regret that this occurred and wish him a speedy recovery.

Mrs. Sybil Clifford of J. F. Anderson's office, Kansas City, was a guest at the picnic.

I. & D. Items

M G B

P. A. GALLAGHER returned to work about the first of August, after undergoing an operation at New Hampton. He is looking quite well and acts like he is glad to be back.

Frank Murphy, of Mason City, went to Mitchell, July 18th, to work for Florence Paulin, who was away on her vacation, July 19th to August 10th.

Frank Smith, dispatcher at Mason City, went to Canada on his vacation the early part of August.

L. R. Meuwissen, chief dispatcher at Mason City, and his family also vacationed in Canada. He returned to Mason City, August 12th.

F. M. Chase, of Hartley, returned August 12th, after two weeks' vacation.

Mrs. W. J. Smith and son, Donald, left August 12th, for Seattle and Spokane.

Chris Swarner, yard foreman at Mason City, is leaving on a trip to Yellowstone Park to see his brother. His sister from Kansas is accompanying him.

Looks like Canada is the popular place this summer. T. J. Hogan has just received trans-

portation to Winnipeg, Canada.

Ask Herman Quandahl why he uses phone 192 instead of his own phone.

A. H. Lunsman, of Mason City, is taking a week's vacation.

Eugene Chase, Mason City freight house, returned to work August 12th, after a week's illness.

Claude Faber left August 10th for two weeks' vacation. He went to Minneapolis, from which point he went to Duluth, accompanied by his mother. They intend taking a boat trip from Duluth to Canada.

Art Holmgren, of the Mason City Store Department, leaves for Minneapolis, August 18th, for a week's vacation.

W. E. Tritchler, chief carpenter, has decided Mason City wasn't as bad as it looked, and moved his family here.

A Diamond Jubilee was held at Algona, July 14th to 16th, inclusive. Among the floats in the parade was one representing The Milwaukee—an engine made by Dr. D. H. Cretzmeyer, company doctor, at Algona. The float was of wooden frame and was propelled by a gasoline engine. Dr. Cretzmeyer acted as engineer and Mr. Merritt of that city, acted as fireman. Dr. Cretzmeyer was responsible for the idea and its execution. We loaned them the headlights, bell, whistle, etc., and also furnished emblems for the tender. The name of the first superintendent of the I. & D. Division, Mr. Sanhorn, appeared under the cab window. Also other signs in connection with Safety First as well as "Serving the Town of Algona for 59 years," appeared on the float. This float has been parked at the station at Algona, where it has excited a great deal of interest.

Congratulations, Mr. and Mrs. R. C. Smith! Clifford Smith, of the chief carpenter's office at Mason City, and Miss Eva Martin also of Mason City, were married, Monday evening, August 5th. They were attended by Miss May Fitzgerald and Glen Smith. Following the ceremony they left for a trip to the Black Hills.

Thanks for the cigars and candy, Cliff. August and hot weather, and the steel gang is with us. Mason City yard was a pretty busy place for a while, while the steel gang was here.

Mrs. M. A. Bost and Mrs. Sylvester German motored to Minneapolis the early part of August for a week's visit with Mrs. Bost's relatives.

The Milwaukee baseball team as they are today, nesting in first place, one-half game ahead of the B. & O., one of the members of the Mason City League, and one full game ahead of the Country Club, another contender for first place on this league. At the present writing only three more games are left on the schedule of the second half. As the Country Club won the first half, the B. & O. are striving to win the second half and the right to play in the series for the city championship.

Much credit for the showing of the baseball team goes to Bill Jones and Ralph Michealson, the club twirlers, also we don't want to forget the hitting of our short stop, Howard McLaughlin. But for the team work and co-operation of the manager and the rest of the team, the club would get nowhere.

In regard to the enthusiasm of the employes and fans, want to say that the majority of them have been for the team even though it has cost a few nickels, and the boys all appreciate their financial and moral support.

The personnel of the team is as follows: George Walsh, Larry Mason, Lee Jones, catchers; Bill Jones, Ralph Michelson, pitchers; Larry Jones, Al Zack, first basemen; Don Woodhouse, second basemen; Howard McLaughlin, short stop; Mark Pirkel, third base; Bill Dollid, Mark Pirkel, Glen Kephart and Joe

Hubbard, outfielders; Al Zack is the manager and Frank Murphy, assistant.

We wonder if Monty is handing out rubber cigars!

Oscar Larson, car foreman, and family, left August 6th, for a two weeks' vacation.

George Buechler, car inspector, and family, returned August 10th from Chicago, where they spent a week with their son, George, Jr., who is attending aviation school.

Hans Benson, car repairer, at Mason City, and wife and son visited relatives at Sutton, N. D., during the first part of August.

Mrs. J. Stephens and daughter, Margaret, wife and daughter of car inspector at Mason City, went to Saginaw, Mich., to visit relatives, during the early part of August.

Mrs. George Walsh and daughter, Dorothy, wife and daughter of car repairer, Mason City, went to Chicago the first part of August, to visit Mrs. Walsh's daughter.

We wish to extend our congratulations to Mr. and Mrs. Raymond Stauffer. Raymond, car repairer at Mason City, was married in July, to Phyllis Andrew, of Nashua.

Bernard Buckland, box packer of Mason City, passed away August 9th. He had been ill for quite a while. He had worked for the company since November 16, 1925. Our sympathy is extended to his family.



A. J. Edmonds Enjoying Life on a Chicken Ranch Near Mason City

Fullerton Avenue Building

A. M. D.

DAN CUPID is still a very busy boy in the Fullerton Avenue Building, as will be noted by the following articles:

Miss Beatrice Mauch, of the freight auditor's office, was married to Austin Walters, who at one time also worked in the same office, on July 27.

We notice Amelia Lechman, of the ticket auditor's office, has been sporting a new solitaire diamond ring. Who is it, Amelia? Best wishes anyhow.

Jos. Lullo, of the ticket auditor's office, that genial little rooter for Mussolini, was married to Miss Amelia Socco, July 27, 1929. A select group of his fellow employees attended the reception given after the ceremony and reported that a rousing good time was had by all.

Miss Viola Timm, of the auditor of station accounts, was married to Clarence Schmidt, August 3, 1929.

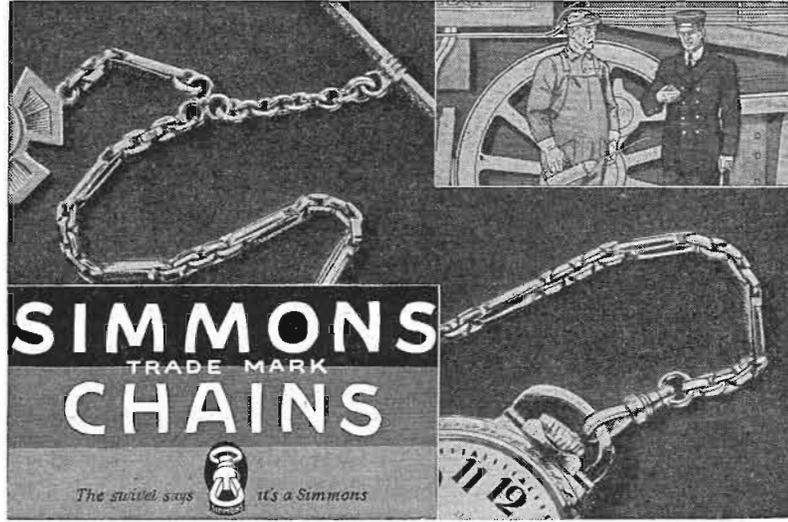
Averil Brieder, of the ticket auditor's office, was married to Ralph Klotz, of the same office, on August 10. Ralph is an old timer with the company and we sure wish him and his wife happiness and prosperity.

Josephine Gullo, of the Central Typing Bureau, was married to Wm. Howard, July 27, 1929.

A GOOD WATCH DESERVES A GOOD CHAIN

It's a long day and a hard day for your watch-chain. Work, and lots of it . . . plenty of handling . . . and fighting dust, dirt and grime in all weather. It takes a real chain to stand up under such punishment—a strong, serviceable chain—a *Simmons* chain!

Make yours a *Simmons*. The attractive chain illustrated on the Illinois watch is yellow gold-filled, number 30977, and costs \$9, alone. The next time you have your watch inspected, look this chain over. *R. F. Simmons Co., Attleboro, Mass.*



John Maloney "slipped one over" on us when he and a beautiful young lady, a Miss Gertrude Bauman, were quietly married on August 10.

Edna Ronymus, of the freight auditor's office, has been presented with a beautiful diamond ring by Albert Soley. A group of girls attended a shower given in her honor on August 1. When is it going to be, Edna?

An indoor baseball game was played at the Wrightwood Avenue Playgrounds, August 1, by a team composed of employees of this building versus a team from the offices of the C. B. & Q. R. R. It proved to be a very hard fought game, resulting in favor of the C. B. & Q. team, by a score of 2 to 0. The stellar fielding of the two shortstops, Nick Lipnick and Ed Rumps, for our team and the superb pitching of Heuel for the C. B. & Q. team were the features of the game. By the way, this pitcher is the brother of our own W. P. Heuel, auditor of overcharge claims and he may be proud of this brother as he "fanned" 20 of our men, something no other pitcher has been able to do.

Marguerite Benson, of the auditor of overcharge claims office, has returned to her old position with the freight claim agent.

Will Stern, of the freight auditor's office, and wife, are spending their second honeymoon in California. It's their thirtieth wedding anniversary. Here's for thirty years more, Bill.

We are glad to hear that Alice Fleming, of the Central Typing Bureau, is convalescing from an appendicitis operation, and hope by the time this is in print she will be with us again.

The car accountant's office regrets their inability to announce the new firm of Becker and Son—Undertakers. Clarence informed us on July 31, 1929, that "it's a girl." We expect Mr. Becker will learn from experience that radios can be turned off but Little Dimples Darling broadcasts at unexpected moments, especially after midnight and mostly for no good reason at all. However, we extend our sympathy to Mr. Becker on the mornings when he will show signs of sleepless nights after continued crooning of:

She has dimpled cheeks

And I don't care for dimpled cheeks

But she has lovely dimpled cheeks

And that's my weakness now.

Clara Wittbrod was SHOWERED August 1, in the club rooms, by a number of girls from the "C" bureau who, with their accustomed generosity, presented Clara with a number of gifts among which was a beautiful lamp which, it is hoped, will light the way to future happiness. We are advised the important event is to take place some time in September.

Miss E. M. Augustin is expected to resume her duties in the car accountant's office after a leave of absence of several months, during which time she was the subject of a serious operation. We understand she is doing nicely and her many friends will gladly welcome her return.

Many stories have been written concerning two girls and a man, but words fail us at the report of six girls and a man. The facts come from the "K" bureau of the car accountant's office. The four M's: Marg, Marie, Mary and May with Laura and Ann, waved a bit of magic over a five-passenger relic and commanded the chauffeur (Ann's husband), to speed away to yonder haven called Twin Lakes. A cottage had been rented and long into the night the neighbors knew that the cottage was rented. The crystal waters lured the maidens out, while the sun's rays branded each with a fashionable tan. On the homeward journey the party sang:

There's a sunburn on my shoulder

And a sunburn round my neck

And a sunburn here

And a sunburn there

Till I'm all a wreck.

Miss Helen Brown, of the "C" bureau, spent her vacation in Atlantic City, N. J. Miss Brown proclaims the fact that the billowy waves are wilder and the salt kisses are sweeter than elsewhere in the United States. The kisses were candy, of course.

To friends and friendly enemies—Miss Eleanor Weidner holds the championship for the

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best woman driver of the whoopee rides. It is rumored Miss Weidner will open a school for whoopee driving soon. For better information apply at the "C" bureau in the car accountant's office.

Illinois Division

M. J. S.

**"Today, Tomorrow and Every Day—
Safety First"**

W. B. SCHRUNK who has been first trick operator at Savanna, has accepted the agency at Union Grove, Wis., and has assumed his new duties at that place. Mrs. Schrunck and daughters, Meredith and Gladys, will soon leave Savanna for their new home at Racine. A farewell surprise was tendered the Schrunck family at their Randolph Street home at Savanna, with a gift and a host of good wishes extended to them by the uninvited guests. The delightful evening will be held in remembrance of the esteemed Schrunck family.

Signal Maintainer John Lyttle and wife, of Savanna, have returned from a vacation spent

in motoring to points of interest in Wisconsin, Michigan and Minnesota.

Trainmaster Glenn Rowley and wife, of Madison, Wis., attended the funeral of Mrs. Rowley's mother, Mrs. Grant Bashaw, held at Savanna, Sunday, August 12th. Sympathy is extended from the Savanna Superintendent's office force, former co-workers of Mr. and Mrs. Rowley.

July 9th, at Recreation Park at Stillman Valley, occurred the family reunion of the Carmichael family. There were 45 present at the picnic and outing. There were guests from Rockford, Savanna, Sheridan, Wyo., Chicago, Minneapolis and Stillman Valley. Engineer and Mrs. Harry Carmichael of Savanna, attended the reunion.

Congratulations are extended to Mr. and Mrs. Wm. H. Shipley, on their recent marriage at Savanna. Brakeman Shipley and wife are both Savanna residents, Mrs. Shipley, nee Miss Margaret Mason, having taught in the Savanna schools as kindergarten teacher for the past three years. The young couple have taken up their residence at the home of the bride's mother on Mulberry street, Savanna.

Mrs. Roy Seidenburg, wife of Brakeman Seidenburg at Bensenville, returned to her home at Bensenville after spending several days at the home of her parents, Mr. and Mrs. Sam Graves, at Savanna. Mr. Graves recently met with a painful accident at his farm home, when he fell from a haystack, suffering a compound fracture of the left wristbone.

Sympathy is extended to Machinist Wm. H. Long, of Savanna, on account of the death of his sister, Mrs. J. T. Cook, widow of Dr. J. T. Cook of Sabula, Iowa, which occurred July 31st. Interment was made at the Sabula Cemetery.

June 19th, at Savanna, occurred the marriage of Raymond Phillips and Miss Nellye Casselberry, both of Savanna. Miss Casselberry is the sister of Engineer Harry Casselberry, and has been a registered nurse at Savanna for a number of years. Mr. Phillips came to Savanna from Hanover, and is employed as machinist at the Savanna roundhouse. The happy couple have gone to housekeeping in the late Dr. Maloney residence on Park Street, Oakvale. Heartiest congratulations are extended.

Walter Getz, timekeeper, master mechanic's office, and wife, have taken up their residence in a newly-purchased home at Broadmoor, Savanna. Mr. and Mrs. Getz formerly resided at Chadwick, Illinois.

Foreman Savanna Roundhouse, Wm. Sheetz, and wife, have returned from a two weeks' vacation spent at points in California, and report a delightful time.

Miss Ruth Bimm, daughter of Yardmaster H. T. Bimm, of Savanna, went to Seneca, Neb., to visit relatives and was accompanied to Omaha by her mother and Mrs. Geo. Phillips and daughter, Cayula, wife and daughter of Geo. Phillips, of Savanna.

Bill Clerk Clarence Gray, of Savanna freight house, who underwent a serious operation at the Washington Boulevard Hospital at Chicago, and confined there for almost three months, was able to be removed to his home at Savanna recently, a fact that his friends and co-workers are pleased to learn. A card shower from the Savanna freight house and other courtesies were extended to Mr. Gray during his illness, which he appreciated very much.

"Help Keep the Safety First Sheet CLEAR"

Agent A. J. Reinehr, wife and daughter, Mary, and Mrs. Perry Martin, wife of Switchman Perry Martin, of Savanna, have returned from a pleasant vacation spent in the western states and points in California.

Harold Reiff, former chief clerk at Savanna Store Department, attended a staff meeting of

division storekeepers at Savanna recently, and visited with former friends before returning to his duties at Sioux City, Iowa.

Mr. and Mrs. Earl White, of Joliet, Ill., son-in-law and daughter of Chief Carpenter Chas. Gradt and wife, visited at Savanna on their way to California to make their future home.

Mrs. Hans Sorenson, wife of Wrecker Engineer at Savanna, returned from Chicago, where she visited with her daughter and husband, Mr. and Mrs. Binehauer, and her son, Trainmaster J. T. Hansen and family.

Dispatcher Geo. Humphrey and wife of Savanna, left for a several weeks' trip to points of interest in the east and will visit Cambridge, Mass., New York City, Washington, D. C., and Philadelphia, Penn.

Don Yachik, clerk at master mechanic's office Savanna, spent his vacation on a motor trip to Chicago, Wisconsin Lakes and into Michigan, visiting relatives and enjoying the sights.

Donald Gregg, son of Engineer Harry Gregg and wife, of Savanna, who attends Marquette University at Milwaukee, is playing with Louis Panico and his orchestra, and recently appeared at Clinton, Iowa and Galena, Ill.

Announcement has been made of the Milwaukee picnic to be held at Old Mill Park at Savanna, Labor Day, September 2nd. Machinist Ed Rogers is the general chairman of the all-day event. The picnic will begin at 10:00 a. m. with basket picnic dinner at noon.

Refreshment stands will be built in the park to be used that day. The Milwaukee Band will furnish music throughout the day. Entertainment will consist of foot races, contests, tug-of-war, horseshoe pitching contests, boxing contests, and a ball game. Prizes will be awarded. Mr. Rogers stated that arrangements will be made for cars to take people to the park. Trips will be made from 10:00 to 12:00 in the morning. For the night attraction the Savanna Central Labor Union will give a dance in the Odd Fellows Hall.

Miss Mildred Eaton, clerk at Savanna freight office and Miss Esther Eaton, stenographer at general car foreman's office, Savanna, attended the funeral of their grandmother, Mrs. Anna B. Richmond, at Decatur, Illinois, July 29th.

Brakeman Melbourne Lynn, wife and two children, Alma Mae and Junior; and Brakeman John F. Crouse and Miss Lucille Ritenour, motored to Beloit, Janesville and Milton Jct., Wis., recently, and spent the week-end with friends.

Switchman E. W. Doyle, of Davenport, visited August 8th, at Savanna, at the home of Machinist Alex Lawrence and wife. Mr. Doyle and Mrs. Lawrence are brother and sister.

Instrumentman Joe Skelton, of the Engineering Department at Savanna, has been promoted to instrumentman at Sioux City, Iowa, and took up his new duties at that place July 22nd. Mrs. Skelton and three children left for their new home July 31st, and a farewell party was tendered them with the Misses Eunice Stevens and Lola Lynn, of the superintendent's office as hostesses. Mrs. Skelton was presented with a gift from the guests, and best wishes extended to the Skelton family in their new home at Sioux City.

"Let's Get the Habit of Safety First"

Brakeman B. W. Schmidt and wife visited at Dubuque. They also visited at Galena, Illinois. Brakeman Schmidt has recovered from his serious illness of about three months ago, but has not as yet returned to duty, and hopes to gain sufficient strength to do so in the near future.

Brakeman E. R. Hardwick, wife and daughter, Jean, former residents of Sabula, Iowa, have taken up their residence in the Stark Apartments at Savanna, and will not boat-ride the "waters of the Mississippi," as frequently

as heretofore, in going to and from his duties on the Illinois Division.

Railroad employe eats 63 eggs in 20 minutes: Philip Szutkoski, railroad employe of Eland, Wis., acted "according to Hoyle," by eating 63 raw eggs in 20 minutes to save them from spoiling when they were found cracked and broken in shipment. Szutkoski explained his act by stating that the railroad book of rules called upon every employe to exert every influence to protect shipments handled by the carrier!

"Chinatown Rose," the song written by Mrs. Florence Smith, of Savanna, wife of Switchman Richard Smith, was broadcast for the first time July 9th, over station W M A Q at Chicago by Dr. Sherman and Dr. Rudolph. Mrs. Smith was one of the winners in a song contest recently conducted in Chicago. The cover of the song was designed by Fred Good of Chicago, a brother of Mrs. Smith.

Have you noted the Illinois Division article "Illinois Division Improvements" on the "Current News of the Railroad" page of this magazine?

The following is commendable on the Safety First record of the Savanna Rail Mill, in the length of time that that plant has operated without serious injury: "Since February 4, 1929, and up to July 23rd, Savanna Rail Mill has operated continuously with only one minor injury and 21 weeks consecutively without an injury of any nature. The record of the man hours during this performance and past six months' record, shows an exceptionally favorable percentage.

Always Alert Makes You a Safety Expert — Safety First

Conductor R. M. Dugan has returned to his home at Elgin, where he is recuperating from an operation performed at the Mayo Bros. Hospital at Rochester, July 8th. It is hoped that Conductor Dugan will completely recover and soon be able to return to his duties on the road.

Car Inspector Cornelius McGrath, Savanna, was called to Minneapolis, August 13th, on account of the serious illness of his brother at that place.

Miss Lillian Parsons, comptometer operator at superintendent's office, spent a week of her vacation visiting at her home in Davenport, Iowa.

Miss Viola Donohue, dispatcher's clerk, spent a week visiting at the home of R. H. F. Louis Rabun and family, at Sioux City, Iowa.

East H. & D. Division

Maude Hamlin

CAME the realization that we are again at work, after having had our annual outing, or what not. Ye Scribe took the usual trip to the coast, but found such hot weather on the trip out that we wished we were back again—almost. By "we" I mean the chief time-keeper at Aberdeen and myself. No, I didn't go by airplane, so the "we" has no significance that way. Miss M. E. Brown and myself had a very nice trip together, visiting at Tacoma, Seattle, Bellingham, Spokane, Puyallup and points in Montana. I returned somewhat sooner than I had expected, owing to the very sad accident our roadmaster suffered on July 21 which I shall recount below.

On July 21, as Mr. and Mrs. Frank H. Natzel and four little children were driving to Granite Falls, on the so-called River Road, in some manner their automobile was overturned and landed squarely on its top. Mr. Natzel and children escaped without injury, but Mrs. Natzel suffered a fractured spine, and was taken to the Montevideo Hospital at once. Everything was done that could possibly be done for her, but she passed away on Tuesday night, July 23. We were all so shocked and sad-

dened to learn of the terrible affair, and Mr. Natzel and family has our heartfelt sympathy in the loss of a wife and mother. Having several little tots at home makes it doubly sad. The funeral was held at Milbank, S. D., where the Natzel family formerly lived, and was largely attended by friends and neighbors from Montevideo and nearby towns, as well as former friends in Milbank.

Mr. Frank Allard and family of Chicago, spent the week of July 14 as guests at the Ellis Schmitz home. The Schmitz's and guests spent some time at Lake Minnewaska on the little old vacation, and Ellis reports a fine time.

Mr. George Hart and Mrs. Hart, who had been in Chicago for some time, where Mr. Hart underwent an operation for goiter, have returned to their home in Montevideo. Mr. Hart is greatly improved and we look for him to come along so well that it won't be long before he will again be dispatching engines on the turntable at Montevideo roundhouse.

Kenneth Dollarhide, son of our roundhouse foreman, Fred Dollarhide, achieved a very high honor indeed, in the order of Boy Scouts of Montevideo. At the annual outing of Montevideo Boy Scouts, which was held at Norway Lake on August 4, a court of honor was held and awards were given out. This scout camp was exceptional in several ways. It was the only camp built and held in the woods by Boy Scouts this year. About eighty awards were made, which is a state record in advancements. For the first time the highest rank in scout progress, that of Eagle Scout, was awarded while at camp. This honor was won by Kenneth Dollarhide, his merit awards being for pathfinding, pioneering, bookbinding, leather craft, cooking, woodcarving, swimming, life saving, angling, conservation, camping, civics, first aid to animals and public health. Congratulations, Kenneth!

We were very sorry indeed to lose Mr. and Mrs. Leo Penn, who have been hack of the counters of the Interstate Lunch Room for some time. They were transferred to the Sears-Roebuck building on Lake Street, in Minneapolis. Mr. and Mrs. Penn made many friends while here, and we sure did hate to see them leave. In a letter from them the other day, they said several of the railroad "boys" had been in to see them, and that helped a lot.

"Fat" is just too busy for words these days. He no more than gets two or three new "rails" fixed out with questionnaire, doctor's certificate, etc., than two or three and sometimes a whole drove of 'em come in, and he has to start all over again. Business seems to be mighty good right now and we hope we can keep them all busy until Christmas.

Engineer George Norswing is back from a nice vacation spent in the Yellowstone, via Galatin Gateway. He is sitting on the cushions of the 5030—in other words, the yard "goat."

Blaine Dollarhide and wife returned from a two weeks' vacation spent in Bedford, Indiana. Blaine will fire out of Monte to Aberdeen during the busy season.

Mr. and Mrs. R. E. ("Rudy") Lundquist report the arrival on July 6 of a son, which said event took place in Great Falls, Montana, where Rudy is employed. Suppose the infant is, or will be a prodigy, and knowing his dad so well, we won't be a bit surprised, for Rudy was sure a lad who knew his onions, as the saying goes. Wish to send our congratulations to the proud parents. Bring him down some time, Rudy.

What with the mowing machine, road oiler, ditcher, chemical weed killer, etc., the section men and bosses are kept busy these days and have to watch their chance to get in their regular allotment of ties during this extremely busy season.

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This is not a lacquer, but a quick-drying varnish, free of offensive odors.

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CLASSIFIED ADVERTISING

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

FOR SALE

For Sale—Blue Beverens and Chinchilla rabbits, from prize winning stock. Pedigrees furnished. Prices on application. M. P. Valentine, Agent, Cross Plains, Wis.

For Sale—American brown water spaniel pups; males, solid color, \$15.00; white markings, \$10.00; females, \$7.50. Papers furnished. F. Byron Frazier, Williamsburg, Iowa.

Old postage stamps—sell, buy or exchange. Stamps on approval, sold as low as one-tenth catalog price. Liberal buying and exchanging terms. Write Frank Reynolds, 1116 East Denny Way, Seattle, Wash.

For Sale—Summer resort lots in Northern Wisconsin. Near many lakes and rivers. Fine fishing, bathing, hunting. Price, \$15.00 per lot. Warranty deed given with each lot. Write A. L. Weitzenfeld, 4938 Carmen Ave., Chicago, Ill. Phone Pensacola 6427.

For Sale—Chinchillas from Stahl's Gold Certificate Registered and Pedigreed Stock. Does two to three months old, \$3.00; three to four months old, \$4.00; four to five months old, \$5.00. Bucks, \$1.00 less. Order from W. F. Van Gilder, Tomahawk, Wis.

For Sale—Crispette Machine. Original price \$350.00. Willing to sell for \$50.00. Good as new, easy way to make extra money in spare time. L. G. Atkinson, Dispatcher's Office, Wausau, Wis.

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—Chinchilla Rabbits. High grade, heavyweight. Pedigreed Chinchillas or standard Chinchillas. Scott S. Clark, 1902 N. Second St., Perry, Iowa.

For Sale—Pedigreed black cocker spaniel puppies. Sire and dam blue ribbon winners. True pets for children. Aug. Glasnapp, Sunny Hill Cocker Spaniel Home, Menomonee Falls, Wis.

Mrs. J. E. Hills was a pleasant caller at the office last Saturday, August 10.

Albert Nelson is sporting a new Hupp sedan, which looks as though it needed riding in, but Al doesn't seem to see things in the same light as some of the rest of us. Ask him about that new Hupp some time.

Well, this is the Veterans' Convention month in Seattle, and I expect there will be quite a goodly attendance from the H. & D. Division. We have quite a few vets among our ranks and hope they all take advantage of the opportunity.

Emil Strey is relief foreman on section 24, Renville, account sickness of the regular foreman, J. Jacobson.

Haven't seen it yet, but they do say that the new Studebaker that Bob Starbeck is driving around would make you green with envy. Bob has the helper job, headquartering at Milbank, so haven't had a chance to look the new buggy over, but no doubt it will turn up at Monte some of these days.

Agent C. H. Purday of Renville, is absent from duty account undergoing an operation for appendicitis.

Page Forty-eight

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—Telegraph Operators attention—For sale almost new Vibroplex Single Lever, \$10.00. S. N. Belanger, 645 Henry Building, Seattle, Wash.

For Sale—Junior Chinchilla and New Zealand white bucks, pedigrees furnished, eligible to register. For information write W. J. Barth, 1915 2nd Street, Perry, Iowa.

Lakeside Kennels offer high-class puppies from the best of blood lines and females strong in Champion Parbold Picador breeding. Several good stud dogs for sale and females. Beechwood My Pal in service. Ed. E. Norman, proprietor, Box 192, Stillwater, Minn. Phone: 1095.

Minks For Sale—From fine, dark, reliable breeding stock. 1929 youngsters now ready. Raised in the cold heart of the Rockies. Also five martens. Satisfaction guaranteed. Sam Lane, Box 350, Deer Lodge, Montana.

For Sale—Some splendid young mink males—reasonably. All sold out in pairs this season's young mink. Polygamous mink males at stud only by special agreement—two hundred percent increase guaranteed—reasonable charge—reasonable ranching charges of accepted females, which with young not removable from ranch prior to August first following acceptance. Only thoroughly domesticated animals accepted. Limited ranch room—suggest prompt inquiry. Write Henry Wanous, Proprietor, Argonaut Mink & Fur Ranch, Olivia, Minnesota.

For Sale—Cheap. One double-barrel hammerless, 12-gauge, fine Ithica hard-shooting shot gun—selling because I have two. First \$25 received will get it by return express. It's new. One pair U. S. Government navy field glasses with a very fine brown genuine leather carrying case; never used, all new. First \$12 gets it. One pair light waders that come up to your breast; feet size, 8½; cost \$18; for first \$10; or one pair red rubber boots made to order by La Crosse Rubber Co., 4 inches higher than ordinary hip length boot for \$6; size, 8½. Selling cheap because have duplicates and no use for two of each kind. All new. F. L. French, Agent, Westby, Wisconsin.

Conductor Frank Burns was another member of the appendicitis army, having had an operation for same in a hospital in Minneapolis some little time ago. Reported getting along O. K.

Understand M. S. Gregory is sick in a hospital in Duluth, as per reports from some of his fellow-workers.

Watch your step—having too many reportable accidents these last two months. Have a fixed goal in sight, but try to arrive at it the SAFE WAY.

Red Hot Coals from the Racine and Southwestern Division

L. J. L.

SUPERINTENDENT THURBER and wife recently returned from a two weeks' vacation spent in the northern woods. Mr. Thurber sure acquired a healthy coat of tan, and looks in the pink of condition. (Very glad to have you back with us, Mr. Thurber.)

Engineer Gilbert and wife spent a few days in the north at Sand Lake. Don't believe they caught any fish, but then you can't tell as "Bill" never tells fish stories.

Ed Ruck, our machinist, was called to Milwaukee, account the death of his sister, who had been ill for several years. We are very sorry to hear this, Ed, and extend our sincere sympathy to you and yours.

Everybody is making plans to attend the second annual picnic at Delavan Gardens, August 11th. See the report of the event under another heading. I am trying to get space to report all happenings. "The Senators Run" between Beloit and Madison is getting to be a well known train since Engineer Liddle has taken hold of the controls. Conductor Matson was pacing up and down the platform at Madison wondering why the train did not start, and he walked toward the engine and found Engineer Liddle shaking hands with Governor Kohler. "Jack" says, "I can't understand why I overlooked this run so long."

Roundhouse Foreman "Jim" Ferro and wife spent their vacation in southern Illinois. ("Jim" says he had had no vacation for so long he got tired out enjoying it and came back to work for a rest.)

We have some very good news to report at this time. Fernor Black has caught several good-sized bass lately. (The Moral—"If at first you don't succeed, try—try—again.")

The women employes at the Beloit offices spent a very enjoyable outing and picnic supper at Lake Mills recently. It is rumored they will make this a weekly event during the summer. (Boys, we should get together and have a STAG party.)

The yard at the roundhouse is sure a pretty spot. There are flowers of all descriptions and colors. A yard like this would be a credit to any man's home.

Baggageman Fairchild is kept busy giving information as to what kind of flowers are growing in the flower bed in front of the passenger depot. There are certainly a nice array of colors amongst them.

"Bill" says he thought a baseball pool was a place where only ball players were allowed to bathe.

"Mike" Butler, our hardy baggageman, was very displeased with the results of his fishing recently. He had a nice assortment of worms that he discovered at Freeport, but did not discover that Engineer Miller had poured kerosene in the can until he reported his ill luck and was then informed of the trick. (I was along with him, so I know he caught none.)

Rupert Fessenden, assistant ticket agent, at the local ticket office, was disabled for several days. He was the hack seat driver of an auto accident that occurred at the deaf and dumb school at Delavan. The stop sign had been knocked down by some other driver and the driver of the car thought the road went straight ahead instead of turning, and there you have it.

Wm. Zimmerman has placed his order for tickets to the world series ball games to be played at Chicago. (I hope they win, "Bill.")

Engineer Hamilton is back on the job after three weeks' vacation.

Carpenter Nelson and his assistants have decorated and improved the depot at Lyons so it is in a class by itself—understand Agent Duffy is very much pleased.

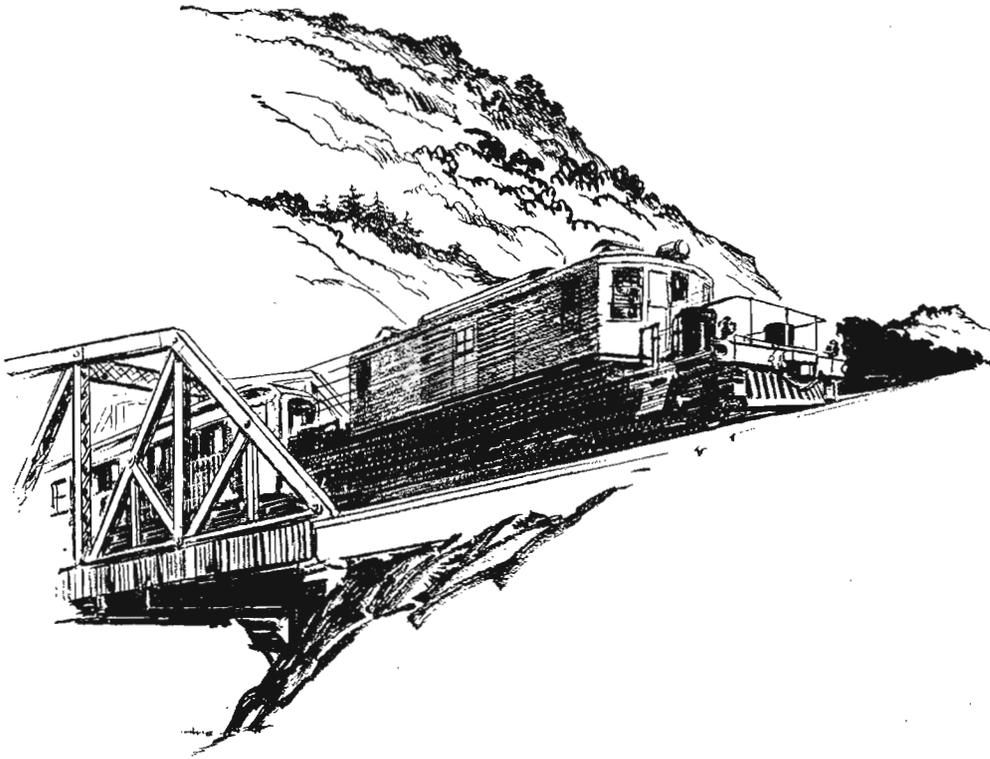
The road is putting through an intensive drive to stop all personal injuries. Let's all do our best to avoid accidents and give our road a reputation for safety.

F. J. Fairchild, baggageman at Beloit, has spent lots of time on the lawn at the passenger depot and has received several nice comments on its appearance.

This is all the news I have at the present time. Look for your October issue, as we expect several interesting columns.

"Be Careful What You Do or You
May be Black and Blue—
Safety First"

ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE



On Four Steam Roads— Electrification Saves 52.7%

A comparison of operating costs before and after electrification, on four railroads, shows that electrification in every case has reduced all of the comparable items, as shown in the following table. The electrified lines included in this study are the Butte, Anaconda & Pacific Railway; the Paulista Railway; the Mexican Railway; and two divisions of the Chicago, Milwaukee, St. Paul & Pacific Railroad. In each case, the total ton-miles were equal or greater under electrical operation. The costs for a year of steam and for a year of electrical operation on these four roads, combined, are as follows.

	Steam	Electrical	Reduction	
			Amount	Per cent of Steam
Enginemen	\$1,415,283	\$ 685,792	\$ 729,491	51.5
Trainmen	1,128,539	664,787	463,752	41
Fuel or Power	3,466,385	1,570,367	1,896,018	55
Repairs	2,108,437	632,360	1,476,077	70
Enginehouse	533,307	184,071	349,236	65.5
Lubricants	82,932	33,184	49,748	60
Other Supplies	177,199	44,353	72,846	62
Water	48,406	1,194	47,212	97.5
Substations	—	231,884	* 231,884	
Trolley & Transmission	—	154,072	* 154,072	
TOTAL	\$8,900,488	\$4,202,064	\$4,698,424	52.7

*Increase



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