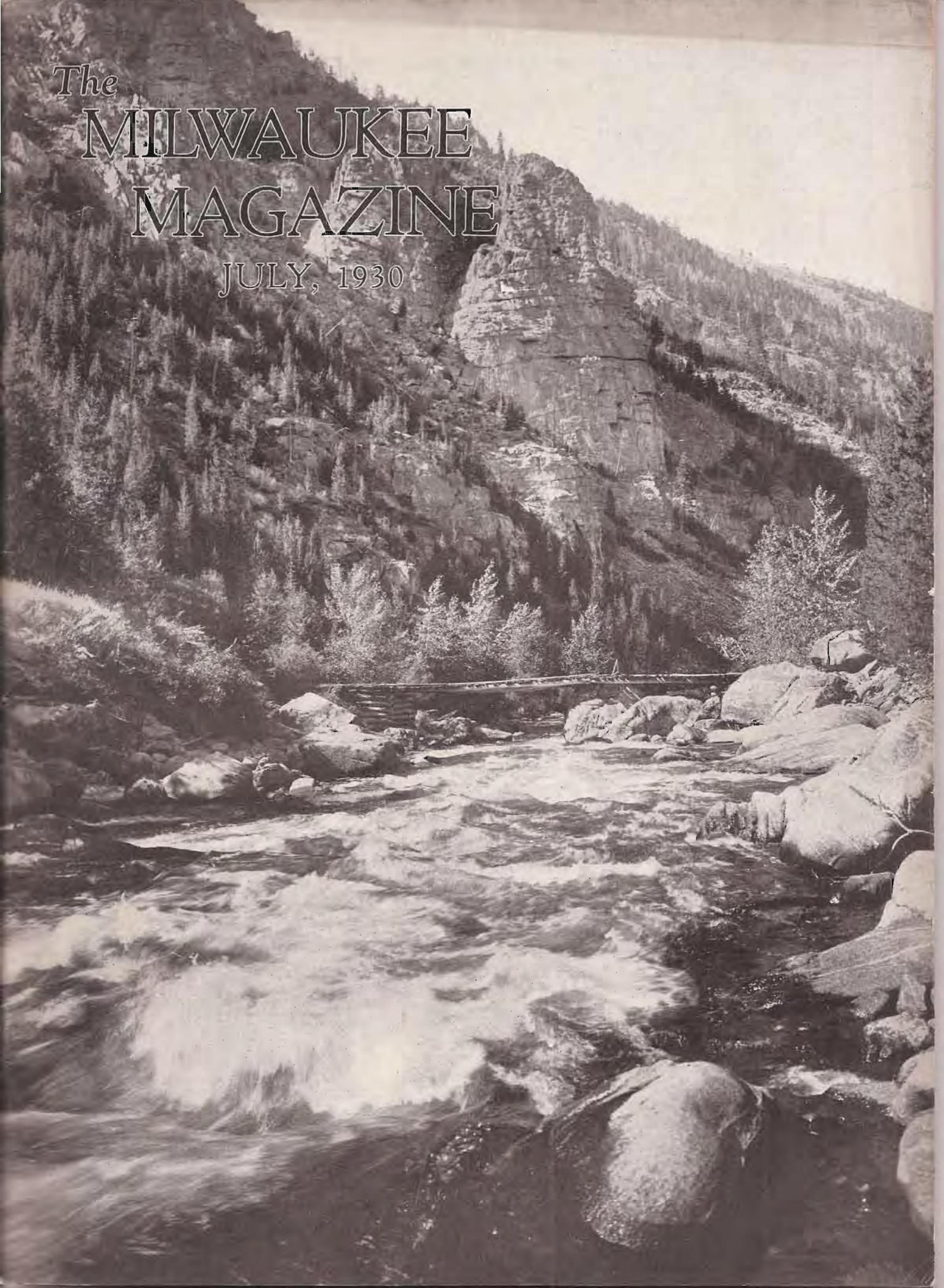


The
**MILWAUKEE
MAGAZINE**

JULY, 1930



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Profits \$47,000,000

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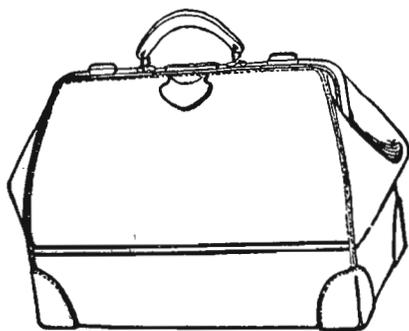
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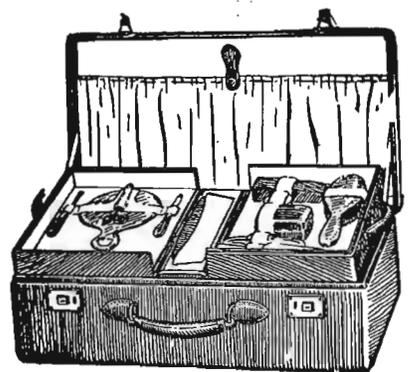
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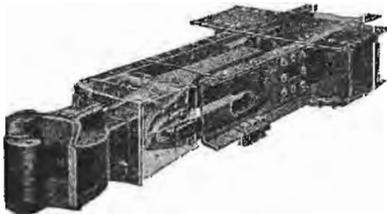
The above illustration is the McCleary Clinic, the largest institution in the world devoted exclusively to the treatment of rectal diseases.

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has found it necessary to use a locomotive anti-foaming compound on several of its intensively operated divisions.

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THE BIRD - ARCHER COMPANY

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THE MILWAUKEE MAGAZINE

Volume XVIII

July, 1930

No. 4



The City of Dubuque, Iowa

FRANK J. DELANEY

Assistant Secretary, Dubuque Chamber of Commerce

DUBUQUE, located on the Iowa side of the Mississippi river directly opposite the Illinois-Wisconsin boundary, is a city noted for many things. As an industrial center, a center of learning and culture, a scenic summer vacation playground, and a model among American municipalities for efficient and economical administration of city affairs under the city manager form of government, it has become known throughout the nation.

The comparative antiquity among middle western cities, of Dubuque as a center of industry and commerce is a feature which has led to the city being termed "the trading post of the Upper Mississippi Valley." The region was first visited by white men in 1658, when the intrepid explorers and adventurers, Radisson and Grosseilliers, were attracted to explore the rocky bluffs lining the western bank of the Mississippi River. Later, in 1673, Father Marquette and Louis Joliet visited this and other points in Iowa. The region about Dubuque was known to possess considerable mineral wealth as early as 1687, when a map was published marking the mines which had been worked by the Indians in this vicinity; and the year 1690 marked the coming of the first captain of industry to Iowa, when Nicholas Perrot, while establishing a fort in Illinois opposite the present site of Dubuque, extracted lead from the hills on the Iowa side of the river. Julien Dubuque, from whom the city takes its name, set up the first permanent white settlement in Iowa in the year 1788, working the lead mines, trading with the Indians and tilling the soil.

In recent years the city has achieved fame, industrially, as one of the largest and most important centers of the wood-working industry in the country. The two largest sash, door and millwork factories in the world have grown up in Dubuque. Three other woodworking plants also are operated here. These industries collect their raw materials from widely separated sections of the country, and their finished products are distributed

throughout the United States, Canada and Central and South American countries.

Notable among the developments in the woodworking industry in Dubuque in recent months has been the purchase of a large plant here by one of the leaders in motion picture production in the United States, which has selected this Dubuque



Airplane View of Business Section of Dubuque

plant, with a floor space of half a million square feet, as one of the points at which it will enter a new field—the manufacture of radios, phonographs and kindred products. As an evidence of the continuing growth of this industry in Dubuque, the new owners of the factory have announced a policy of carrying on the manufacturing end of the business on a larger scale than ever undertaken by the previous owners.

But the woodworking industry is but one of Dubuque's many industries, latest among which is the commercial utilization of corn stalks in the manufacture of wallboard and insulation board from corn stalks on a commercial basis, and distributing its products throughout the country. The plant engaged in making this product is the only one of its kind in commercial operation in the country.

Among the other products of Dubuque factories are clothing, shoes, rubber goods, pumps, road building and maintenance equipment, sheet metal products, foodstuffs, toys, paper products, and many others.

The great majority of Dubuque industries have grown up in Dubuque from small beginnings. The strategic location of the city, aided by advantageous railroad connections and service in all directions, has made possible the growth and expansion of these industries, and the distribution of their products throughout a wide territory.

From a merchandising standpoint, Dubuque occupies a position of importance in the Tri-State area, comprising sections of Iowa, Illinois and Wisconsin, and the trading area of Dubuque merchants is extending outward each year. Thus the phrase, describing Dubuque as a "trading post," is as truly descriptive of the city's position today as it was a century or more ago, when the city was an outpost of civilization, and much of its business was trade with the Indians.

From the standpoint of the vacationist or visitor, Dubuque is a spot of unusual interest. Surrounded as it is by rugged bluffs, it is richly endowed with natural beauty. The business section of the city is located on the comparatively low and level area extending from the river west to the foot of the bluffs. The residence section extends into the hills, and abounds with beautiful homes.

Dubuque now has more than 125 miles of paved streets within the city limits. A street railway system of 21 miles and bus lines of 24 miles furnish adequate transportation facilities to all sections of the city.

It has been said of Dubuque that every hilltop is crowned with an institution of learning, religion or charity, and this statement is scarcely an exaggeration. There are a total of 33 colleges, academies and schools in Dubuque, and not less than 31 churches. Perhaps the most beautifully located of Dubuque institutions is the mother house of the Sisters of Charity, Mount Carmel, which occupies a commanding position on a bluff at the southern extremity of the city, looking down upon the mighty Mississippi, and over the city of Dubuque. A wide ravine separates this institution from the bluff, at the top of which is erected a stone



A View of the Mississippi River from Eagle Point Rock



Scene on one of the Fishing Streams Near Dubuque

tower, marking the last resting place of the ashes of the city's founder, Julien Dubuque.

One of the attractions which each year hundreds of travelers journey miles to see is the Trappist Monastery at New Melleray, a half hour's drive from the business section of the city. This extremely interesting institution has been in existence for more than eight decades. Within the confines of the monastery building pious monks follow the extremely simple and rigorous routine of life laid down by the founder of the order many centuries ago.

Nature did much to make the task of the park designer a simple, and at the same time a difficult, one in Dubuque. There are a total of 15 parks, the largest of which is Eagle Point, comprising 158 acres. This park is located on the summit of rocky promontories which line the Mississippi river north of the city proper, and directly opposite the Wisconsin shore. Each week during the summer season, thousands of visitors from near and far visit this scenic spot. Some of the finest views of the Mississippi river along its entire stretch are to be seen from prominences in this park.

Dubuque's climate is healthful and invigorating. Its altitude above sea level varies from 600 feet at the lower downtown levels to 900 feet at its higher points. Recreational facilities have been provided in abundance. These include swimming, boating, golfing, tennis, dancing, camping, and other forms of sport. In addition to the Country Club course, Dubuque has an exceptionally fine 18-hole

public golf course for the lovers of this sport. Tennis courts have been built in all of the larger parks, and in the tourist camp in Grandview Park opened a year ago. Opposite Dubuque, on the Wisconsin and Illinois shore of the Mississippi river there have grown up many colonies of summer cottages where Dubuque families spend all or a part of the summer months.

* * * *

The development of Dubuque from a "River Town" engaged principally in



Senior High School Students, Dubuque

marketing and distributing merchandise to the interior, into an important industrial center is interwoven largely with the interests of The Milwaukee Railroad at this point. The Milwaukee arrived in Dubuque under variously named smaller railroad projects—the first one being in 1871, when the Chicago, Dubuque & Minnesota engaged to build a railroad from Dubuque to La Crescent, Minn. This line connected with various smaller similar projects giving it access to the growing agricultural territory of Iowa—again the name was changed to the Chicago, Clinton, Dubuque & Minnesota when a line to Sabula, Iowa, was acquired. Thus by "trading around" with the great number of small railroad projects that were in process in those days, The Milwaukee finally in 1878 came into control of what is now the Dubuque Division, with its numerous "feeder" lines and thus established itself in the economic life of the city.

The early C. C. D. & M. R. R. which was purchased by The Milwaukee R. R. had established its shops at Dubuque, and this property also becoming the property of The Milwaukee was the nucleus around which the important "Dubuque Shops" of that company have grown. These shops, employing always a large number of men, have meant much in the growth and prosperity of the city. Many prominent railroad and mechanical men of that branch of railroad service have served their apprenticeship and have started on their careers from "Dubuque Shops" of The Milwaukee Road.



Milwaukee Railroad Shops, Dubuque

Riding a Hobby and Making It Pay

By Agent W. A. Rowland, Roy, Fergus
County, Montana

THREE hobbies, two of them merely passing fancies in his young and sporting days, are claimed by Joe C. Darrah of Roy, Montana. At one and the same time a bicycle racer and champion, as well as a baseball player whose services were eagerly sought in north-eastern Iowa, his first and boyhood hobby has always predominated, for as a boy just thirteen years of age he had won prizes in exhibiting his mammoth bronze turkeys at the Iowa State Fair.

Coming to this section of Montana and settling on a homestead near Cone Butte just fourteen years ago this spring, Joe Darrah again set about to raise turkeys; and now his GIANT TREASURE STATE MAMMOTH BRONZE TURKEYS are nationally advertised birds, and have been shipped into fourteen states of the Union as well as Canada. Many of these birds and their offspring coming from the Darrah Ranch near Roy, have been prize winners on exhibition in the states to which they have been shipped.

In 1916, the first year on the homestead, Mr. Darrah did not have time to set up a properly equipped plant, so that year started out with just ordinary bronze turkeys, purchased locally.

That fall he was satisfied that the Montana climate was peculiarly adapted to the successful raising of these fine birds, and he also noticed that here they grew hardier, stronger and larger birds, with the finest meat texture of any that he had ever raised; and there and then he was convinced that this was the place to specialize on pure bred Mammoth Bronze Turkeys.

The following year was therefore spent in setting up a better equipment; and in the spring of 1918 he purchased a fine tom and two hens, shipping them in from one of the most prominent breeders in the State of Missouri. These were the Giant Strain Bronze; and during the next few years he continued with them, adding to this strain by introducing new blood from other prominent breeders each succeeding year until 1923, when after five years of careful breeding, culling and selection of birds, with the best feather markings, uniform quality and heavy in weight, he exhibited three birds at the Montana State Poultry Show at Billings, winning first prize on toms and second and third on hens.

In 1924 ten ribbons together with the silver cup for the best display of turkeys shown was his reward at the Montana State Show. Again at the same show in



Feeding the Young Turkeys

1925 eight ribbons were awarded the Darrah turkeys as well as the coveted cup again for the best display. That year his birds were also entered in the All-American Turkey Show at Grand Forks, North Dakota, and showing there against experienced exhibitors from every portion of the United States, he broke into the big show with sixth and tenth places on his turkey hens and second place on his prize pullet. Here he learned something more about what the judges were looking for in the feather markings of bronze, the gold bars on the coverts, wing tips and tail. He had the uniform quality and the weight! At this show he was also awarded a special prize for his pullet, and a special award of merit on the quality of birds exhibited.



Mr. Darrah, His Prize, Montana I, and Trophies

In 1926 the Darrah birds began to show "real class," for now Joe Darrah knew just what the judges were looking for and he had it right in his own flock; and when the State Poultry Show opened that fall he took first and third money on his adult toms, fifth on hens and fifth on yearling toms as well as the sweepstakes championship on his adult tom. At the All American at Grand Forks again he showed them what Montana climate did for these birds under proper care and selection of breeding stock, for here he again scored first place with his adult tom, second and seventh on adult hens with sixth and ninth places on yearling toms; special prizes for the best wing of any bronze turkey shown, also for the best shaped and best colored male bronzed turkey shown at the show.

Mr. Darrah then rested on his laurels and in 1927 he had a busy year shipping turkeys into all portions of Montana, North and South Dakota, and several of the other states, until he was sold out right down to his own mated pens of prize birds. He did not show in 1927, but each year since he has continued to win prizes in increased numbers at both of these famous turkey shows. The ribbons won by his birds cover a whole wall of his residence when hung, and directly under them are displayed the numerous silver cups for the sweepstakes prizes awarded. A very interesting feature of this display of ribbons is the frequency of the coveted purple mixed with the blue, red, white and yellow.

In commenting upon his success with his turkeys during the past twelve years Mr. Darrah says: "By crossing the dif-



One Day's Shipment. Twenty-five Birds Going to Distant Points

ferent blood lines and by careful breeding and care of these birds I have produced and developed practically a new strain in the famous bronze breed of birds, and have named them TREASURE STATE GIANTS. To improve the quality and produce a hardier and thrifter turkey I crossed them with a wild tom in 1926, which was shipped here from South Dakota. While this bird was not as large as the other toms, he left his quality vigor in his offspring, for the flock that year were quicker maturing, more rugged and the best rangers I ever raised."

"Naturally," stated Mr. Darrah, "the first few years were the hardest and it was always difficult to make prospective purchasers believe that a turkey tom could be worth even \$10.00; but since developing our present strain of TREASURE STATE GIANT prize winners it is more common for us to sell birds for from \$50 to \$100 that we formerly sold for \$10 and \$15."

In Central Montana, when "talking turkey," one just cannot help thinking and asking or commenting upon the famous Darrah turkeys. And well they might, for in this line Joe Darrah has made an outstanding success. Not only has he studied and solved the way to raise bigger and better marked turkeys for show purposes, as well as market, but he has constantly watched to keep his flock free from disease. Commenting upon this important factor in the turkey raising industry he stated that the fight against intestinal worms is the biggest problem; and thus far he has always been able to keep his flock free of any trouble from this source. Freely and willingly he has attended many gatherings of the turkey breeders to address them upon the proper care in raising turkeys.

When asked what he thought of the prospects for the turkey industry in Montana for the coming year Mr. Darrah said: "Invariably following a year when we have depression in prices such as this year then there is a general decline in the number of birds raised the next season. This should not be. I look for better prices the coming year when conditions over the United States are again settled and I think, too, that there is some chance of Congress adding a little higher tariff on our product. Some Argentine turkeys have found their way into our market, and from what I have read they are an inferior bird to those that are raised in the United States, and more especially to those grown in Montana. Here we raise the finest and best table bird grown outdoors, and I am of the opinion that these Montana turkeys should bring a premium over those grown in the southern states. Properly conducted the turkey raising in-

(Continued on page 24)

ACCIDENT SAFETY FIRST PREVENTION

Commander's Trophy

PICTURED here is the Commander's Trophy which is being presented by The Milwaukee Road Post of the American Legion, Milwaukee, Wisconsin, to the division or department which has the best safety record for the year 1930.

The members of The Milwaukee Road Post are taking this means of carrying out one of the policies of the American Legion, which is that of sponsoring a Safety First drive over the entire country, it being felt that the efforts put forth by the Legion members will undoubtedly come to the attention of other citizens so that in the aggregate, their communities will eventually be safer places in which to live and our industrial plants, etc., safer places in which to work. There is no question but what there is a considerable number of American Legion members employed by The Milwaukee Road in all branches of the service, and they are admonished to follow the noteworthy example set by the Legion in adopting a safety program as part of their work. In order to stimu-



late an interest in the safety work of our railroad, it is felt that the employees who are members of the Legion working in the various departments will put forth an especial effort to accomplish the best safety record in their department so as to earn the trophy.

The details of this contest will be announced at a later date. The casualty rate will be established in the same manner as used in the regular contest, rating a fatality 15 points, a reportable injury 5 points and a lost time injury 1 point. It will be necessary for the division or department to win the trophy two consecutive years in order to make the award permanent. The attention of the employees in general is directed to this contest and their co-operation is sincerely solicited in an effort to create a keen competition between the various divisions and departments so that it will be many years before any one of them will be able to keep the trophy as their permanent possession.

The Safety Department appreciates the interest The Milwaukee Road Post has displayed in the accident prevention program by contributing this trophy.

Accidents

F. J. McGourty

WHILE we were sitting here discussing Safety First at the last monthly meeting, a most tragic train wreck occurred on the previous day, on an electric line about thirty miles out of Milwaukee. People who were in the best of health boarded this train, only to be taken out from the coaches dead or badly mangled, less than an hour later. Accidents on this line were so few and far between that it was the last thought in their minds. In fact, for several successive years this road had won safety awards and this fact was one of the reasons it enjoyed such large popularity with the traveling public. I need not repeat the details of this collision except to say that an automobile driver was the cause.

Within a few hours after our meeting, a very serious accident occurred at Roundup, which will cause sorrow in several families for some time to come.

I mentioned these two incidents only because most of us here this morning are too liable to drop the Safety First idea off with our overalls at four o'clock. We are constantly being reminded of safe tools, safe methods of working around the shops and safe fellow workmen and associate the idea not with every move we make during our life, but only our work, from 7:00 A. M. to 4:00 P. M.

Whenever we cross the tracks or street we are in danger of being hit. You automobile drivers have seen signs in some towns placed near schools, "Drive slowly and don't cripple the children." Have

you ever given a thought to the fact that the meaning of this sign goes beyond the school ground? How many times have you paid attention to a grade crossing signal? Several thousand drivers didn't last year, and they are in cemeteries today. I think the best warning to a careless driver is to leave the remains of a wrecked car at a grade crossing.

But, how do accidents affect the shops? First, they cause an irregularity of production, which indicates lost time and efficiency; second, they cause the temporary or permanent loss of experienced and valuable workmen. The first and second results of accidents are so closely related that one is always followed by the other. It costs the company money to train a mechanic in their methods and shop practices, and his loss through an accident, whether temporary or permanent, means that he must be replaced by a new man or the extra burden of work falls on his fellow workers. A new man will generally spend a couple of days getting accustomed to his work, or the other men when having this extra work placed on them will let up on some of their other work, with the result that the quality of work going out will not be up to standard.

By causing a temporary or permanent loss of an experienced and valuable workman, I mean not only a loss to the company in the money it costs to break in a new man but the still greater loss to his family by medical bills and loss of his earning power.

There is no need of asking the cause or remedy of accidents in the shops in this paper, because that is what we are assembled here for, but each and every

one of us can ask ourselves what has caused or is liable to cause an accident in some place that we are familiar with outside of here. Many housewives have received bad cuts from opening cans with poor can openers, knives, or the knife slipping and causing a nasty cut with blood poisoning setting in later. A light not properly placed in a hallway or unlighted, switches not conveniently placed, rubbish scattered on the stairs or a loose step may cause a broken leg or ankle. Loose wiring connections, or poor insulation on connections have caused injury to many a housewife. Slippery or icy sidewalks have been the cause of many a person taking a severe fall. For the safety of his family a man should remedy any such unsafe conditions if they exist in his home.

There is an old saying, "Accidents will happen." Sometimes this almost appears to be true because it appears that only some superhuman effort could have averted it, but despite this, an accident is an accident and if it could not very well have been prevented the first time, it at least can be prevented from recurring.

This is the purpose of "Safety First" which is a more popular word for "Accident Prevention." How well this has succeeded among railway workers is shown by the fact that between the years of 1923 and 1928 the number of persons killed has been reduced from 1,940 to 1,243 and the number injured from 151,960 to 63,692, a reduction of almost 54 per cent.

Railroading was and still is considered by many as a hazardous occupation. It is only as dangerous as any one concerned

makes it for himself and the other fellow. The reduction in accidents in the short period of five years just mentioned proves that. Some of you older men will remember seeing the old pin type of coupler on cars. I never have, but I have seen one-armed switch tenders and crossing watchmen who are living examples of what a dangerous machine like this or careless fellow-workmen will do.

Medical science is said to have lengthened man's span of life by several years. It is without a doubt that with the intensive Safety First campaigns being carried on today, it will only be a few years before a part of this longevity will be attributed to Safety First, for no matter how much medicine does to prevent life from being cut short by disease, a healthy man in the prime of life can be cut down like a blade of grass by an unsafe machine or a careless workman.

A Safety Booster



Laurretta Huberty

We present here Miss Laurretta Huberty, stenographer in the agent's office at Lakeville, Minn., and the daughter of veteran Section Foreman Huberty. One of her duties is that of typing the daily Safety First bulletin at this point, and she has learned a great deal about safety through this means. In delivering the copies of the bulletin to the employes, she adds a few words of her own, such as, "Please remember to be careful and don't get hurt today," or makes similar remarks in the interests of safety in an effort to do her bit.

We hope that this young lady will have a great deal of influence upon the employes and that they will heed her warning.

Teaches His Children Safety First

William Pohl, Boilermaker, Dubuque

AS an employe at my work or as a pedestrian on streets, I try to practice Safety First to the best of my ability. I have also made a practice of teaching my children to practice Safety First, as we all know it is our children of today that make the men and women of tomorrow. So by teaching them we will have this slogan, "SAFETY FIRST," impressed on them, so that we may have this country of ours a safer place to live and work in in future generations.

In order to show you how Safety First impresses the younger ones, I want to read a paper written by my oldest son, Glenn, age 17.

Safety First

"The Safety Movement is universal in its application to each and every one of us. It is dedicated to the task of making everyone enjoy the life that they are now living and also for the future. It brings before every man, woman and child the better understanding of how to enjoy our wonderful civilization on this old world.

"Human life is of too great a value to let accidents snuff it out entirely. Upon this is built the foundation of Safety, the

most important thing to life is to live. The accidental ending of life is not only an individual loss but also a loss to society. The movement of Safety is an effort of humanity to civilize itself so as to live in the world of its own genius and skill. Improvements of this kind do not spring up at once or all accidents stop at once. It has to be made to happen.

"How does Safety apply to your everyday life? It does not urge us to sit at home all the time, no, it certainly does not. It urges us to get out and conquer those evils of needless and all kinds of accidents. Men might say Safety First is opposing American spirit and advancement; but instead, Safety First is a very essential part of American progress.

"Its complete object is to preserve for everyone the big and real things in life. Safety is simply—'Think of the dangers involved before you start a job, not after you have started it.' Know the dangers that you will encounter every day, so that the joy will not be taken out of the day by needless accidents. That is what is meant by Safety.

"Organized accident prevention in mills and shops has lessened the toll. Thousands of lives is what we pay for material gain. These are a few of the great advantages of Safety First Always. The following story illustrates an accident in a shop: A big negro was employed as a sweeper in a mill; while he was working he saw a buzz saw in operation and he wondered if it was sharp, so he reached over and touched it and off went one of his fingers. The Safety First superintendent heard of it and came over and asked Rastus what had happened and wanted the details. So the negro took him over by the saw and said: 'I wanted to see if this heah saw am sharp and I reached over like this.' Then he reached and touched the saw again, and yelling, 'Whoop, Lawd, there goes another one.' This little story which I have just read proves a very good example to all of us to have our mind active at all times at work and outside of our work to avoid such accidents."



The Bork Family

The Best Record

THE family group pictured here is that of Section Foreman John Bork of Grafton, Iowa, on the I. & M. Division, Mrs. Bork and their sixteen children.

Mr. Bork has been in service forty-five years, fifteen years as a laborer and thirty as a foreman, and during that period he has never had an injury to himself or any employes under his supervision. Edward Bork, one of his sons, is section foreman at Carpenter, Iowa, and has worked for seventeen years with a clear personal injury record. There are also two other sons, Walter and Clarence, who are working for their father on his section.

Mr. John Bork is proud of his safety record as well as his family, and he feels that he holds the best record for section foremen on the entire railroad.

Madison Division Veteran



C. M. Joss

THIS is a picture of Conductor C. M. Joss, more popularly known as Charley Joss, patriarch of the Madison Division train employes.

He entered the service on April 1, 1871, as a freight brakeman when seventeen years old, being promoted to freight conductor in 1875 and passenger conductor in 1883. He is the oldest employe in active train service with fifty-nine years, all of which time was spent on the Madison Division, and during that period he has never been injured or disciplined.

"Charley" has many stories to tell of the early days of railroading when the little old wood burner engines pulled dinky box cars and coaches about half the size of present day equipment, and when the wood burners were converted to coal burners and automatic couplers were installed to replace the link and pin couplings, it was thought that the railroad had reached a state of perfection. He says, "Railroading in the old days was dangerous work and accidents and injuries were many, but when I compare those days with their limited facilities and equipment, the methods of work and the long hours, with railroading today and the multitude of safety devices, improved methods of operation and safety education, I wonder why we have the large number of injuries that we do. In the old days we knew our lives and well being depended upon our alertness and it appears that today too much dependence is placed on the multitude of safety devices, with the result that the old-time alertness is missing. The old-time 'chance takers' suffered because of their actions the same as they do today. I have always advocated following out the safe course, being alert and never taking chances and I am proud to say that I have never been injured because I adhered to this doctrine."

Safety First Conference Held at Green Bay, Wis., June 4, 1930

THE Fox River Valley and Lake Shore Safety Conference for 1930 took place at Green Bay on Wednesday, June 4th, and was attended by 1,500 delegates from the various cities in the Fox River Valley.

Sectional meetings were held in the various auditoriums in Green Bay, which covered metal, woodwork, public utilities and public safety; all of them being well attended by the delegates and employes in the various industries and railroads located at Green Bay.

Through the efforts of the Association of Commerce at Green Bay, a Safety



Milwaukee Road Float in Safety Parade

First parade was held the afternoon after the meeting, in which a majority of the industries and railroads in Green Bay were well represented. The object of the parade was to depict a Safety message to the public, and in that way secure the co-operation of the public in Safety First work of all kinds.

The Milwaukee Road float, as illustrated in picture, was constructed to represent an assembly room, with the actors presenting in pantomime the progress of a Safety Instruction Meeting. The Milwaukee passenger colors, yellow with maroon trim, were carried out in detail, resulting in a thing of beauty and in which all the Milwaukee family, watching the progress of the float in the parade, took keen satisfaction.

All departments were represented in the float, indicating to the spectators the general application of safety instructions and spirit of co-operation throughout our organization. The peal of the huge locomotive bell, mounted in front, "PROCLAIMING SAFETY," properly announced the theme of the presentation.

This most unique safety meeting, it is felt, tellingly depicted safety by picturing a cross-section to the public of the organized force of interest productive of safety consciousness which in turn becomes safety practice.

The city turned out in large numbers to view the parade, there being approximately ten thousand people lined up on the main streets to witness this Safety First parade.

The Safe Way

Paper Read By R. G. Webb, Traveling Engineer, at Safety Meeting, Lewistown, Montana.

COURAGE and real mental effort are required to break away from the domination of an old idea and to accept a new one. So it has been with the Safety First movement. The statement was long accepted without question that accidents are bound to happen, and this statement perhaps had its origin in the one that "to err is human"; and both statements contain just enough proof to lend them color. Because it seems human to err we do not go on making errors without making some effort to prevent them. Education is the safeguard against such errors and rules of conduct are laid down for our guidance.

Suggestion plays a great part in our mental development. The child is what is suggested to it through suggestion, love, motion pictures, playthings, daily papers, books; so the more we suggest, the more we talk about safe ways of doing our work, the more we imply to our minds to be careful to practice Safety First.

What could be more sad than to be compelled to say, "I saluted yesterday for the last time, that firm, fine figure still lighted by the flame that made his life worth so much?"

Every condition, every experience in a person's life is the result of his thinking. His daily habits of thought are centered around his personal beliefs and opinions, and these are in many cases dominated by the rare belief that he has consciously or unconsciously accepted. Now I do not mean that persons who meet with accidents are necessarily bad in the common acceptance of the word, but I do believe that a great many accidents come from a disorderly state of mind.

Because the recital of accidents runs through newspapers almost without ceasing, the temptation to believe that education along safety lines is void of results becomes very pressing. If people are seemingly so oblivious to warning and suggestion why continue the effort? But is it not more important to show your fellow workingman how to overcome adverse conditions than it is to give time and attention to the cause after it happens? Realize that good judgment and common sense are factors that should be exercised continually. Exercise good sense in all that you do. Remember that the better part of valor is discretion.

Not long since a fellow railroad man said to me, "Railroading is a hazardous occupation; we can't run over a railroad without accidents." "It can't be done" shout these wise ones who have lived within a rut of their own blind digging. Surely when we hear the cry in such an

age as this—it is to laugh. Notwithstanding the fact it can't be done, it is being done. I am sorry to say, not on this division, but on many others, and the time is not far distant when our general officers are going to say, "Well, what are you going to do about it?" In other words, we better get on top or we are going to sing—using the language of the street, "I don't mean 'Mebby'."

Machinery may be installed which will efficiently and economically take the place of many men with strong physical bodies, but no machine or mechanical device has ever been found to substitute for that invisible power within the mind, which is called the faculty of thinking.

In no department of industrial activity is this more true than in the accident prevention—Safety is a habit, an attitude of mind—attitude of management toward men and of men toward their jobs.

If safety is to become a habit, naturally this attitude of mind must first be with the executive—the policy builder for his organization—and most certainly you will all agree that Mr. Gillick has such an attitude. Few men realize that by neglecting to adopt that policy or perform those acts which will prevent accidents, they become morally responsible for the dire results which follow just as surely as if they personally committed the acts which caused the accidents.

Before the hand can do a piece of work, the mind of that person must be trained to anticipate the results of that act. The trainman who thinks before acting, will not go between moving cars or locomotives to make a coupling, for he will realize that his life is at stake. It is thus gambling with death. The same trainman who thinks of his grave responsibilities for the safety of others will always go back a safe distance to flag. The foreman in charge of a motor car who thinks of the almost certain results which will eventually follow violation of rules, will not violate them. The mechanic who thinks out his performance in advance, will not become a victim of an unguarded machine, or a jack which has been improperly set or operated; and so we could go down the line. I repeat, THINK, THEN ACT.

Safety First is a catchy phrase, popular from its beginning; a by-word on the lips of many, but a by-law probably with only a few. Having proven itself, it has become invaluable to every industrial and transportation system in America. "Safety First" as applied to accident prevention of today—is it a misnomer? Does it imply rank, Safety First, then other things in their order? There is no rank—Safety or efficiency is a part of the thing itself, and should concur with all activity. The safety idea is the science of doing all things the safe or right way—there is no wrong way.

A great deal has been done, of course, in the way of safety appliances and safety laws, but the human element can never be eliminated, and it must be dealt with by human instrumentalities, namely, by constant battering at the stubborn psychological substance that finally assumes the shape of fixed habits. Do you remember that memory gem the teacher made us copy, "Habit is a cable—we weave a thread of it each day, until it is so strong we cannot break it"? Safety advocacy offers the only medium by which we can make any appreciable reduction in the number of preventable ac-

accidents. Year after year, the same old methods? No, indeed, there is great opportunity for improvement in the technique—a big problem requiring the unending application of persistence and ingenuity. It behooves us all to be on the lookout for the new methods of approach—methods that make our present ones look as antiquated as a stagecoach, but the underlying principle is the same, SAFETY SHOULD BE A HABIT, for he profits most who serves best, and easy rests the head that wears the crown of Safety First.



Mr. and Mrs. E. H. Shook

A Nice Record

THIS is a picture of Car Foreman E. H. Shook of Avery, Idaho, with Mrs. Shook.

There are twenty Car Department employees at Avery, Idaho, coming under Mr. Shook's jurisdiction, and he takes great pride in the fact that he has not had a reportable or lost time injury during the last four and one-half years. A nice record and one which he intends to keep up.

All They Ask

P. Russell

THE railroads use but little space, Of this world's ground in any place, Just room enough to build the road, Just time enough to move the load, They use the smallest space they can, In which to serve the needs of man, And is it right of you, indeed, To want the little space they need? Please have a care by night or day, Before you cross their right-of-way.

Engineer Bill

ONWARD flew the fleeting mail,
Bounding over the polished rail,
Clanging bell, whistle shrill
Echoed from the distant hill.

Nightly, drivers bit the steel
Side roads did the Devil's Reel;
Singing wheels under that train
Bore their load, but not in vain.

The mail must go, through sleet and rain,
By air, water, and swiftest train.
Letters for all in that striped sack,
Rich and poor, some edged in black.

A letter to your mother dear,
May save a shining, silver tear.
Remember this, please, if you will,
A mother's boy rides up ahead—Engineer Bill.

Charles (Baldy) Deaton

SAFETY RECORDS

THE following section foremen in Roadmaster A. W. Bahr's territory, I. & M. Division, have never had an injury to themselves or any of their men: John Johnson, Lime Springs, Iowa, in service 42 years; Jake Swartz, Conover, Iowa, in service 41 years; Ole Shobakin, Ridgeway, Iowa, in service 27 years; James Cawley, Rose Creek, Minn., in service 47 years, and Thomas Thompson, Lyle, Minn., in service 37 years.

Track Department forces under Roadmaster P. J. Weiland, Kansas City Division, averaging 75 men per month, have completed a seven-month period without any reportable or lost time injuries.

The grade separation forces at Milwaukee, Wisconsin, under Assistant Engineer J. G. Wetherell and General Foreman Emil J. Foug, averaging 154 men per day, have gone through a period of 177 days without a reportable or lost time injury. A fine record considering the fact that the majority of the employees are extra gang men.

The S. C. & D. Division has not had a reportable injury for three consecutive months—March, April and May, 1930. This is a mighty fine record and Superintendent Buechler informs me that he intends to keep it up.

The Locomotive Department force on the Madison Division, numbering about 146 employees, went through the months of April and May without an injury of any kind. Master Mechanic W. C. Kenney states that he is going to make every effort to complete the year without a reportable or lost time injury.

District Master Car Builder William Snell calls attention to the following stations in the Southern District that have completed one year without a reportable injury:

Station	No. of Men Employed	Station	No. of Men Employed
Blue Island	3	Bensenville	63
Faithorn	1	West. Ave. Freight Yards	11
Delmar	2	Galewood Yard No. 2	43
Cheneyville	1	Union Depot	6
Myron	1	Spaulding	7
West Clinton	64	Nahant	25
Humrick	2	Ottumwa	6
Terre Haute	183	Kansas City	50
Preston	2	Perry	16
Latta	2	Madrid	1
Linton	1	Cedar Rapids	12
Bedford	10	Bellevue	1
Seymour	1	Marquette	21

Superintendent O. H. Frick advises that the yard employees at Portage, Wisconsin, under Yardmaster T. Bloomfield have not had an injury of any kind since September 18, 1928, when a switchman sustained a minor injury.

Master Mechanic W. M. Foster reports that the Locomotive Department forces numbering approximately 99 at Atkins, Iowa, have not had a reportable injury since September, 1928; at Cedar Rapids where 27 men are employed and Manilla where they have 11 men, they have not had a reportable injury in the past two years; at Council Bluffs, where there are 67 employees, the last reportable injury occurred in February, 1929. Mr. Foster is making some nice records on the Iowa and Des Moines Divisions with his locomotive employees and feels quite badly over the fact that at Perry where there are 177 men he had a reportable injury in January, 1930.

The Locomotive Department forces at Avery, Idaho, numbering approximately 30 men under Foreman E. H. Walters, have not had a reportable injury since August, 1927. This is a fine record and one which Mr. Walters intends to continue indefinitely.

Section Foreman John Lombardi at St. Regis, Montana, on the Rocky Mountain Division has not had an injury of any kind during the past 19 years. A nice record.

The Locomotive Shops at Deer Lodge, working approximately 125 men under Foreman Carl Wagner, have not had a reportable injury since May 9, 1929.

The Car Department forces at Deer Lodge, Montana, numbering approximately 140 men under Foreman Harold Morse have not had a reportable injury since December 31, 1928.

The Store Department employees at Deer Lodge, Montana, under Division Storekeeper G. A. J. Carr have not had a reportable injury since May, 1926.

The employees at Deer Lodge, Montana, in all departments have learned the value of being safety-conscious.

The electrical forces under General Foreman M. Mason are proud of the record of the 14 sub-stations under his jurisdiction where 53,307 man hours have been worked to date without an injury of any kind. This is a fine record considering the hazards involved in handling electric power through these sub-stations. The four trolley maintenance crews on the Rocky Mountain Division, averaging 35 men under General Foreman F. Tavenner have completed a total of 22,514 man hours to date this year without a reportable or lost time injury. These maintenance crews are also engaged in construction work where there is a high voltage involved and they are to be commended for such a fine safety record.

The contest records for the three-month period ended March 31, 1930, shows the following offices on the top of the list in their various groups.

Name	Title	Division
D. W. Kelly	General Superintendent	Middle District
B. F. Hoehn	Superintendent	Wisconsin Valley
John Turney	Master Mechanic	Twin City Terminals
F. D. Campbell	Asst. Supt. Car Dept. (Classed with D. M. C. B.)	Lines West
W. J. Lieb	Trainmaster	Iowa and Minnesota
H. R. Abraham	Asst. Master Mechanic (Classified with Traveling Engineers)	Chicago Terminals
H. C. Blake	Division Engineer	Hastings and Dakota
G. A. Larson	Roadmaster	Milwaukee Terminals
S. S. Wantanabe	General Foreman in Charge of Large Extra Gangs	Rocky Mt.
F. J. Welch	Chief Carpenter	Superior
W. G. Chipman	General Yardmaster	Illinois

(Continued on page 11)

THE MILWAUKEE MAGAZINE

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R-K-O Assists at Women's Club Benefit

THAT the work of the Women's Club on this railroad is a worthy charity and is so considered by everyone who comes into knowledge of its broad beneficence and its kindly human interest in the well-being of the Milwaukee Family, attention is called to a benefit performance for Miles City Chapter, where Louis Wolheim, Robert Armstrong, Jean Arthur, James Farley, Allen Roscoe and Frank Sheridan (names to conjure with in the Silver Screen World), stepped out "in person" on a stage in Miles City and gave readings and furnished other entertainment. Their appearance there at that time marked the only personal appearance made by those players of "The Record Run," the picture just filmed at various places on The Milwaukee, a further account of which appears on another page of this Magazine. Director George B. Seitz acted as master of ceremonies. Appreciation of the great work being done by the Milwaukee Railroad Women's Club was expressed by Associate Producer Myles Connolly, who entered into the arrangements for the benefit performance with great interest. A nice sum was added to the Welfare Fund of Miles City Chapter.

The M. C. and I. & M. Veterans

THE 20th annual meeting of the Minnesota Central, I. & M. and McGregor Western Veteran Railroad Men's Association held at the West Hotel in Minneapolis, was well attended, members coming from as far west as the coast, Frank F. Spaulding of Portland, Oregon, being in attendance for the first time and meeting his only brother, Clarence F. Spaulding. They had been separated over twenty years and this reunion of brothers and other comrades helped to make the meeting one of the most enjoyable in the history of the organization.

The dining room was profusely decorated with beautiful cut flowers from the Minnetonka gardens of Miss Helen Wood, under her personal supervision, and all members know that Miss Wood

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never does anything half way when it comes to making things most pleasant for the old boys.

Mr. D. C. Shepard, II, grandson of our beloved old superintendent, presented the association with a life-sized picture of his grandfather, and cigars for the men and candy and bonbons for the ladies.

A vote of thanks was taken for all who helped to make this meeting a great success.

A complete new set of officers were elected outside of the secretary, representing nearly all of the different departments. Chas. F. W. Hall, train service, was elected president; Joseph C. Scallen, mechanical, 1st vice-president; Kenneth Ferguson, engineer, 2nd vice-president; Sumner S. Johnston, all-around railroad man, who filled nearly all positions up to assistant superintendent, secretary and treasurer; and John H. Sessions, assistant secretary, acted as auditor, chief accountant.

The weather was most favorable and everything passed off without a single thing to mar the pleasure of the day, and the meeting adjourned in time to allow all out-of-town members to make their home-bound trains.

A. E. Campbell

A. E. CAMPBELL, of the general manager's office, passed away May 26, 1930, following an operation.

He was born January 5, 1875, at Onarga, Illinois. "Archie," as he was commonly known, first entered the service of the company in 1907 as chief clerk in the division engineer's office at Missoula and held the position of trainmaster on several of the Lines West Divisions, later becoming superintendent of the Columbia and Trans-Missouri Divisions. He was acting as assistant chief clerk in the general manager's office at the time of his death.

His passing is keenly felt by his many friends and business associates who extend heartfelt sympathies to his bereaved family.

Keep "Plugging"

THE travel season is on in earnest, now; Milwaukee Road trains are the finest in the land, service the best, scenery unsurpassed, and places to go the choicest in the country. So now it is up to each and every one of us to keep "plugging" for the business. Let no traveler get away, and if we are able to persuade tourists to abandon the automobile idea and take to the railroad comfort and luxury, "More Power to Us."

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

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

Name	Occupation	Division or Department
Albert M. Foreman	Hostler and Machinist's Helper	Idaho Division
Michael Hodge	Section Foreman	La Crosse Division
Samuel L. Ingham	Bridge Foreman	Madison Division
Nels Johnson	Locomotive Carpenter	Tacoma Shops
John Mahoney	Switch Tender	Twin City Terminal
Mike Polashek	Laborer	Milwaukee Shops
John E. Randall	Section Laborer	Iowa Division

C. W. MITCHELL,
Secretary-Treasurer.

Fire Prevention Bureau

L. J. Benson

FIRE losses on this railroad have reached such an appalling figure that it leaves this bureau somewhat dubious as to whether or not its work has been worthwhile.

In spite of concentrated effort to reduce last year's losses, figures indicate that in the first five months of the current year 151 fires cost \$73,056.15 as compared to 82 fires and \$33,999.95 for the corresponding period in 1929.

Fires must be fought beforehand. Things that start them must be ferreted out and corrected. The policy of waiting for an inspector to complain about hazards apparent to everyone is wrong. There should be no need to remind anybody that cigarette butts, torch flames, grass fires, electricity, rubbish, explosives, charred wood, carelessness and poor housekeeping will be expensive, if not respected or avoided. Every employe will be alert to these dangers and realize an obligation to correct them if he is told that it is part of his duty to do so.

There is no one excepted from the duty to protect his employer's revenue, The Police Department and Fire Prevention Bureau do not pass by an opportunity to do it. It does not make any difference who likes or dislikes that practice. It is part of the loyalty being paid for and when you believe that, there will not be any occasion for driving.

Why not shake off this bugaboo and get going now—and then keep going?
Prevent Fires—They are Costly.

An International Competition

AN international competition to find the best example of the telegraph operator's penmanship is to be announced in the August issue of Railroad Man's Magazine, according to word received from the Frank A. Munsey Co., publishers.

That magazine will award three prizes. The first will be a silver plaque, on which will be engraved the specimen of the winner's handwriting together with his name and the date of the award. A bronze plaque, with like treatment, will represent second prize, and a copper plaque will be awarded as third prize.

The competition will be open to all telegraph operators, or former operators, regardless of their present capacity or employment. A board of judges to be appointed by Railroad Man's Magazine will decide the winners and make the awards. The competition will close on October 1, at 12:01 p. m. and the winners will be announced in the January, 1931, issue of the publication.

There are any number of old-timers still in the employ of the Milwaukee Road who, undoubtedly, will make the competition hot for some of the operators on the other roads.

Safety Records

(Continued from page 9)

F. M. McPherson Agent, Union Street Station Chicago Terminals
 F. S. Peck District Storekeeper
 Terre Haute, Chicago Terminals, Middle District
 A. O. Swift Signal Supervisor
 Illinois, Dubuque, Iowa, K. C., S. C. & D., Des Moines
 J. G. Wetherell Asst. Engineer (Grade Sep.) Milwaukee Terminals
 F. Fernstrom Locomotive Shop Superintendent Dubuque
 L. B. Jenson Car Shop Superintendent Milwaukee Terminals
 J. J. Roe Store Shop Superintendent Illinois

There is no question but what these officers feel very good over the cooperation they have received from the employes under their jurisdiction which made their nice record possible, and, too, the employes themselves must get a great deal of satisfaction out of the fact that they were able to put their "Boss" on the top. All of the employes should cooperate to keep their supervisory officer at the head of the list in case he is there already, and where he is not on top, they should do everything they can for him so as to put him there. This competition will be more acute as time goes on and the officers will need all of your support.

The personal injury figures for the month of April and the four-month period, 1930, are as follows:

	April, 1930			April, 1929			Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	1	16	19	4	88	57	3	72	38
Lines West		8	2	1	19	8	1	11	6
System	1	24	21	5	107	65	4	83	44

A decrease of 78 per cent in reportable cases.

	Four Months, 1930			Four Months, 1929			Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	9	142	74	9	519	197		377	123
Lines West	3	28	18	2	82	29	*1	54	11
System	12	170	92	11	601	226	*1	431	134

A decrease of 70 per cent in reportable cases.

*Increase.

The following divisions completed the month of May, 1930, without a reportable injury:

Dubuque	Superior
Sioux City & Dakota	River
Terre Haute	Iowa & Minnesota
Des Moines	Southern Minnesota
Racine & Southwestern	Northern Montana
La Crosse	Coast
Northern	Olympic

These divisions are to be complimented on such a very fine performance. There were also several Car, Locomotive and Store Department points that had clear records which is greatly appreciated.

All employes are requested to bear in mind that when a person is injured he is not the only one that suffers because of his carelessness, but his family—those depending upon him for support—also suffer. Don't make your family unhappy because you failed to keep safety in mind at all times. **ACCIDENTS BRING SUFFERING.**

Travel Talking Points

IN the following story of the now famous Travel Guild house parties, readers of this Magazine may find an additional "Talking Point" to give to their friends who may be contemplating a summer vacation tour of the wonders and splendors of our mighty Northwest. Personally conducted parties, especially when the personnel as well as the arrangements and details of the trip are most carefully selected, are for many people a real solution of vexed problems. Particularly is this true for women traveling alone or with young people accompanying them, and for those reasons Travel Guild House Parties afford the utmost service; while in the matter of comfortable and delightful journeyings and making of many pleasant and desirable friends, they are incomparable, because of the care and attention bestowed upon these and all other details.



A Travel Guild House Party Via the Milwaukee Road
TRAVEL GUILD HOUSE PARTY
 tours to the Wonderland of the West, over The Milwaukee Road, are fast be-

coming the favorite vacation of the travel-minded American.

Originated in 1928 by The Travel Guild, 180 North Michigan Avenue, Chicago, in cooperation with the Passenger Department of The Milwaukee Road, this innovation in conducted domestic travel was an instant success. Over a thousand passengers traveled to the west the first season. 1929 saw a substantial increase in bookings and the advance reservations for every house party train this summer indicate that 1930 will set a record.

House parties leave Chicago on special trains each Sunday morning during the summer season, from June 22 to August 24. Points of interest on the itinerary of the standard "A" House Party tour include Milwaukee, The Wisconsin Dells, the Indian Ceremonials at Wakpala, S. D., Three Forks, Montana, the Bitter

Root Mountains, Spokane, Rainier National Park, Portland and Seattle. Here, the traveler will go by steamer to Victoria and Vancouver and then travel via Canadian Pacific through the Canadian Rockies.

Extensions from the regular House Party are available to Yellowstone Park and Alaska. Other House Party tours visit Salt Lake and Colorado, Colorado and the Southwest, California, and the Pacific Coast, and the Indian Detour country.

The railroads cooperating with The Milwaukee Road on House Party tours are the Santa Fe, The Denver and Rio Grande, The Southern Pacific, The Union Pacific and the Canadian Pacific and Soo Line.

A feature of House Party trains is the "recreation car," developed by the California Avenue Yards Construction Department of The Milwaukee Road at Chicago. This is an all-steel 60-foot coach which has been completely stripped and a special floor installed for dancing. Special equipment includes a piano, radio, Orthophonic Victrola, folding movable chairs, and portable tables for card parties and teas. This "recreation car" idea was originated by the Travel Guild and has been widely copied by competitors.

Superior sleeping cars, designed by The Milwaukee Road, with longer and wider berths and other distinctive features, will again be used by the Guild. Each house party special over The Milwaukee Road will also include a solid club car with barber, valet and combination tub and shower bath.

The popularity of Travel Guild house party tours is evidenced by the hundreds of complimentary letters received each fall. Here is an example from The Travel Guild's "Smile File!" It was written by Miss E. M. Jones of 5759 Winthrop Avenue, Chicago.

"Permit me to compliment you on your very wonderful trip you have planned for city weary people and from which I have just returned. I shall be more than glad to recommend this trip for you at any time the occasion might arise.

"I have found the Wonderlands of the West even more wonderful than I had dreamed.

"May I recommend your Mr. H. as one of the most courteous, reliable and capable of guides. I am sure he did his share and more. I only hope that I may have the pleasure again of being a member of a House Party on which he is the conductor.

"I also found the electrified system of The Milwaukee Road a very comfortable and enjoyable way of traveling with the best of service.

"My sincere compliments to The Milwaukee Road, The Travel Guild and Mr. H., our conductor, on the tour through the Wonderlands of the West."

Veterans of 13th Railway Engineers, Attention!

VETERANS of 13th Railway Engineers will hold convention in Kansas City on September 13 and 14th, at Hotel President. Members of D Company of the gallant 13th are asked to make note of the above date and arrange to attend in as large a body as possible. They are asked to get in touch with H. I. Bailar, secretary and treasurer, Blue Island, Ill., as soon as possible.

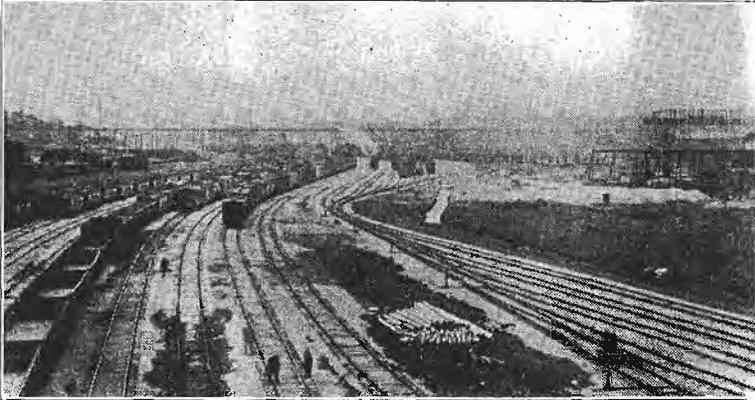
The New Muskego Yard

T. M. Sloane

FOR a great many years there has been a realization on the part of the management that yard tracks located between Burnham Bridge and the 27th Street viaduct, Milwaukee, should be rearranged to fit modern operating requirements. Muskego grain, receiving, stock and elevator yards within this territory consisted of short tracks entirely sufficient at one time but inadequate in this day and age of heavy power and long trains.

over the Menomonee River, and numerous miscellaneous yard buildings are being retired. In their place will be one modern 54-ft. 150-ton track scale, one water column requiring 2,400 lineal feet of 6-in. water main, and the one double track bridge of I beams on piles across the Menomonee River.

The new tracks are of 90-pound material, fully tie plated on treated ties and gravel ballast. The turnouts are No. 10 replacing old Nos. 7 1/7 and 8 1/2.



Looking West from Sixteenth Street Viaduct—New Layout in Space Formerly Occupied by the Grain, Receiving and Stock Stub Yards



Looking East—Part of New West Lead of Muskego Yards

From time to time studies were made and rearrangements proposed, but the actual accomplishment is taking place this year. Last winter Special Engineer C. T. Jackson was given the task of preparing a general plan for a rearrangement of this trackage, co-operating with the local officers to determine the best possible layout to meet present-day needs.

Formal authority for the work was granted on March 22, 1930, calling for an estimated expenditure of \$451,334. Work on the project was started April 3, 1930, and will be completed early in July. At the present writing the work is 75 per cent completed and everyone familiar with the amount of work and the conditions under which the work had to be done realizes that excellent progress has been made.

Briefly described, the work involves the taking up of approximately 75,000 lineal feet of track, including 153 turnouts, and in its place constructing approximately 80,000 lineal feet of track with 118 turnouts. Two 42-ft. 100-ton track scales, one water tank, one pile bridge

A great deal of thought has been given to drainage. A system of perforated Armco iron pipe with adequate catch basins is being installed. A transmission line from Milwaukee Shops is being built to furnish power requirements for the motors of a modern ice crusher and hoist, for an air compressor and for flood lighting.

With the new arrangement of tracks an entire train can be made up on one track or received on one track, eliminating the delays incident to doubling over under the old arrangement. It is assured that the cost of the project is amply justified in the operating savings that will be made. There will be only a slight increase in car capacity, but the free movement and non-interference provided in the new layout on switching leads and running tracks is equivalent to a very large increased capacity.

The work necessarily had to be carried on without seriously disrupting traffic. This has been accomplished to a degree not thought possible at the start of the work. The credit for this must very

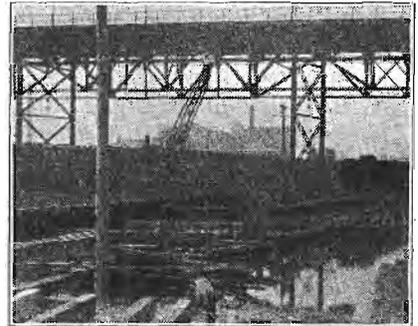
largely go to Superintendent Ryan and his assistants, Messrs. Miller, Bush, Crowley, Schuh. In fact there has been a spirit of co-operation throughout the entire operating department that has been of the utmost assistance to the construction forces.

Roadmaster C. A. Drawheim has been in charge of the track forces, assisted by General Foremen Alberts and Lucas; Division Engineer Walter Lakoski and Assistant Engineer F. W. Partzke, devoting his entire time to the work, have had direct charge of the engineering work. Chief Carpenter Henry Eggert, efficient as usual, has, with his forces, handled the bridge and building work involved in the project.

The track forces on the work have been housed on the job in a bunk-car camp, and the Health Department of the city of Milwaukee has complimented the Milwaukee Road on the sanitary conditions in and surrounding the camp. The cars were sent through the new car repair shop and were uniformly overhauled, painted and equipped with electric lights and running water.

All supervisors on the work have striven for a 100 per cent Safety First record, but up to date the record is marred by two reportable and one lost time accidents. Two of these were caused by defective tools. Safety Inspector Esch has devoted a great deal of his time to this phase of the work.

Modern labor-saving equipment has been used on the work. An interesting machine, a power spike puller, the first of its kind to be built, and a product of the Nordberg Mfg. Co., received its initial trial on the work. This machine with two men operating it, will pull 17 spikes per minute.



Crane Placing Steel "I" Beams on New Double Track Bridge Over Menomonee River

School for Railroad and Business Executives

THE Y. M. C. A. Summer School at Estes Park, Colorado, announces as one of its activities a school for railroad and business executives under the direction of Mr. Harry Newton Clarke. Mr. Clarke is well equipped to carry on this work with success. He is a trained machinist and has worked through various departments in the manufacturing business as foreman, factory manager, personnel director, sales manager, etc., and has had more than twenty-five years' experience.

These courses will be given at Estes Park during the period July 19-27. Railroad men from many of the transportation systems of this country have attended these schools in the past and have derived much benefit therefrom, as well as enjoying a pleasant and profitable vacation.

Current News of the Railroad

The Freight Power of the Idaho Division

IT MAY be of interest to the readers of the "Milwaukee Magazine" to learn something of the freight power operating on the Idaho Division. It has, in the past, been a problem to handle tonnage delivered to this division by the Coast Division, the latter being electrically operated, and the powerful motors in that territory handled more tonnage per train into Othello, the western terminus of the Idaho Division, than our steam power could handle out of there over the Idaho Division and deliver to Avery, the eastern terminus of the division, intact with any degree of consistency or efficiency.

In 1928 the Mechanical Department took this problem under advisement and Mr. Anderson, superintendent of motive power, decided to rebuild the Class N-1 or compound mallet engines using saturated steam, and convert them into a simple mallet engine using superheat steam at 650° and increase the tractive effort from 70,396 to 82,720. The Class N-1 engines had low pressure cylinders of 37 in. in diameter and 30-in. stroke, and high pressure of 23½ in. in diameter and 30-in. stroke, whereas the converted or N-3 engines have cylinders on both No. 1 and 2 engines of 21½ in. in diameter and 30-in. stroke, all using high pressure superheat steam.



In converting these engines, the No. 1 engine is practically a complete new unit, the No. 2 engine being the same as on the old power except the change in the diameter of the cylinders. This was brought about by inserting a bushing into the old cylinders. The engines are equipped with all modern appliances so necessary to efficient locomotive operation, and they are real, up-to-date machines. Some of the latest and most modern special equipment is listed herewith, such as the Nicholson Syphon Circulating system, Type E Superheater, Coffin Feed Water Heater, Detroit Force Feed Lubricating System, Cut-off Recording Gauges, etc.

These engines are to be equipped with tenders having a capacity of 18,000 gallons of water and 6,500 gallons of oil, with six-wheel trucks. This provides fuel for the run over each subdivision—Othello to Malden, and Malden to Avery, without stops. It also reduces the number of stops for water that were heretofore necessary.

The marked improvement in the handling of tonnage on this division is a source of satisfaction to all concerned. The tonnage delivered to the Idaho Division by the Coast Division in each train is about 4,500 tons, and with this new power we are able to take it through to Avery, where it is delivered to the Rocky Mountain Division, which is electrically operated. This was not possible

with the old class of power. The efficiency of these engines is especially noticeable in gross tons moved per train hour. It was not possible to operate the N-1 engines at a speed to exceed 20 miles per hour with any degree of safety, whereas the N-3 engines are a high speed engine.

Taking into consideration the elimination of the compound feature of the N-1 engines and the use of the simple high pressure cylinders on the N-3 engines, it is noticeable that our fuel performance will be improved. This may be accounted for by the use of the Nicholson thermic syphon and the Coffin feed water heater. These features are especially designed and put into use to aid in the conservation of fuel.

Four of these engines have been converted at Milwaukee, three at Minneapolis and four at Tacoma. An additional six are being converted at Tacoma shops, and will be equipped with steam heat and air signal for helper and emergency passenger service. When the work is completed we will have an assignment of seventeen N-3 engines for the Idaho Division.

The work of converting the N-1 or compound mallet engine to the simple or Class N-3 mallet was accomplished at a cost of approximately one-third of what a new locomotive of similar capacity would cost if built by one of the locomotive manufacturers; whereas we would anticipate the serviceable life of the locomotive to be proportionately greater than one-third of that of a new locomotive.

The Mechanical Department on the Idaho Division feel that the cost of maintenance on the N-3 engines will be much less than with the old class of power. The engines have not been in service long enough to compile reliable figures on this question, but performance to date has so indicated.



Log Cabin Station at Woodruff, Wisconsin

Log Cabin Station at Woodruff, Wisconsin

Joyce Larkin

UNBELIEVABLY quaint and appealing is the new log cabin Woodruff depot of the Milwaukee Road, which was dedicated Wednesday, June 4th, for the service of thousands of travelers, for whom it forms a delightful outlet into a land of a thousand charming destinations—the northern Wisconsin land of lakes.

A background of pine, birch and silver poplar enhances the picturesque qualities of this log cabin station, which is the second in number of its kind in the United States and first in the uniqueness of its construction.

From the forests adjacent to the Flambeau territory came the logs, hewed with

an ax to dispense with the necessity for packing, each one a perfect specimen of the lumber jack's peculiar and fast disappearing talent for carving from a tree the materials with which to construct his home.

The interior of the building is a faithful replica of the interiors of early settlers' cabins. At one end there is a huge fireplace made of native stone. Log rafters stretch across the ceiling. The doors are of plain boards fitted with iron hardware. Electric lights and a cement floor are the only concessions to modernity.

An old, weatherbeaten board, ragged at the edges, upon which the word Woodruff is spelled out in letters of birch, forms the station sign. This board is hung by an old logging chain attached to a small suspended log at the peak of the roof. The roof, too, is made of material which gives a log effect.

On the day of the dedication officials of the Milwaukee Road entertained for residents of the community at a six-course dinner served in a Milwaukee diner, which was set out at this station. Every guest was most enthusiastic over the beauty of the building and all agreed that the Woodruff station was more than just a station, but that it was also a monument to the pioneer and backwoods' builder.

Seeing the Twin Cities by Motor Coach

Summer Sight-Seeing Trip

FOLLOWING a custom established a few years ago, a summer sight-seeing trip is afforded passengers on The Olympian, west-bound. On arrival of the train in St. Paul passengers desiring to take this interesting trip transfer to a motor coach and are driven through the business and residential sections of the Twin Cities, the trip giving beautiful views of many lakes that are a part of the Cities' beauties and of "Old Man River" himself, as he "keeps rolling along" in the environs of both St. Paul and Minneapolis.

Students' Special En Route to Washington

A SPECIAL train carrying more than five hundred students and teachers from Wisconsin Rapids, Wisconsin, arrived in Chicago over The Milwaukee Road, on June 10th. The party were en route to Washington, D. C., and Philadelphia, visiting places of historical interest.

Shriners' Special from Calgary, Alta.

TWO HUNDRED Calgary Shriners arrived on a Milwaukee Road special train, en route from western Canada to Toronto to attend the Shriners' annual conclave. Our line handled the party from Minneapolis.

Students Participate in Memorial Day Parade

FOUR HUNDRED AND FIFTY students from St. John's Military Academy at Delafield, Wisconsin, came to Chicago over The Milwaukee Road to take part in the Memorial Day parade here. The boys were "every inch the soldier" and made a splendid appearance as they stepped out on parade.

The Agricultural and Colonization Department

Fruit and Diversified Farms on Moses Lake, Washington

Real Opportunities for Farmers of Moderate Means

NEPPEL, the terminal town on our branch line north from Warden, is 111 miles from Spokane and 150 miles from Seattle. It lies on the east shore of Moses Lake, a body of fresh water some 18 miles long averaging one-fourth of a mile in width. Electric light and water systems furnish modern conveniences. Excellent schools and church organizations. Good roads and railroad service. Water of excellent quality for household and livestock uses.

Climatic conditions are very favorable for health and year-round comfort and enjoyment. Average killing frosts are April 15 and October 20, thus giving to this locality an especially long growing season.

The area surrounding Moses Lake, with its 105 miles of shore line, comprises an irrigation district of 9,300 acres, about 2,300 of which are under cultivation; the remaining 7,000 acres, generally of good quality, is covered with a light growth of sage brush which is very readily cleared at a nominal cost.

These lands are underlaid with abundant supply of water and can be irrigated from wells or by pumping from the lake, at a very low cost. The annual cost of power and operating pump ranges from \$3.50 per acre to \$10.00 per acre, with a probable average of about \$7.00 per acre for these low-lift lands surrounding the lake.

The irrigation district was created only for the purposes of maintaining the water level in Moses Lake and the total bond indebtedness is only \$25,000 or a charge of \$2.60 per acre to be paid off over a period of 11 years. During the past year the total charges per acre for bond retirement and maintenance was 46 cents per acre, this being higher than the estimated average of 35 cents per acre.

The water right allotted to this district from Moses Lake is 50,000 acre feet or five and one-half acre feet for each acre of irrigable land and it is estimated that one-half of this amount or two and one-half acre feet is sufficient for growing a crop of alfalfa.

The soil is a volcanic ash in origin and will produce very satisfactory crops of alfalfa, potatoes, apples, pears, peaches, cherries, apricots, strawberries, watermelons and cantaloupes, as well as all garden crops.

Alfalfa has yielded eight tons per acre with average yields of about six tons.

Potatoes yield from 150 to 200 sacks per acre.

Apples produce from one-half to one car per acre, depending on age of trees and variety. The favorite varieties of apples are Delicious, Winesaps, Jonathans and Romes.

In pear production, which is very successful, the V'Anjou, Bartlett and Bosc varieties are most favored.

Bing cherries for the early market probably offer best opportunities of any

of the soft fruits, as they are on the market equally early with those of Kennewick and are usually harvested by the time Bing cherries in other localities are coming on the market.

The standard varieties of both watermelon and cantaloupe rate very high on the markets, as to quality, with Hearts of Gold Cantaloupes being exceptionally desirable.

Early varieties of potatoes meet Seattle requirements as they produce from six to ten tons per acre and can be marketed from June 15th to July 1st, thus insuring them not only a ready market but a very favorable price.

Unimproved low-lift lands immediately adjacent to Moses Lake, can be purchased at prices ranging from \$50 to \$100 per acre with probably an average of \$75 per acre, which prices are very reasonable, and terms of payment are easy.

Very generally the farmers of this territory concur in agreeing that twenty acres is the proper size farm unit; that it is practical for a newcomer to put in the entire twenty acres to potatoes, except as to that portion used for buildings. This plan would give the new settler an early crop and put the land in excellent condition for the seeding of alfalfa and setting out of young trees. Following this first season, ten acres could be put into alfalfa, five acres in fruit, with five acres left for potatoes or early market crops, such as watermelon or cantaloupe.

Our Agricultural Development and Colonization Department has made a thorough investigation of this territory and believes it offers very unusual opportunities for the new settler to acquire irrigated lands, with proven production, at very favorable prices and without assessment burdens for construction, upkeep and maintenance.

Development in the Grass Valley at Missoula

Proposed to Develop Six Thousand Acres by Irrigation

THE Grass Valley lies on the bottom land, on the northeast side of the Missoula River, beginning about five miles westerly from Missoula, extending westerly to Huson. It contains about eight thousand acres of high quality productive land, of which two thousand acres in the easterly portion are under cultivation and the balance of about six thousand acres, now being farmed by dry land methods, is suitable for intensive and profitable uses under irrigation.

It is proposed to either extend the present ditch to cover these additional lands, or build a new ditch system for such purposes. In either event, the water supply is assured.

The Missoula Chamber of Commerce, The American Sugar Company, the farmers on the project and the railroads serving this territory all concur in believing that the irrigation of these additional lands in the Grass Valley will result in the rapid development of the territory, thus furthering the best interests of all interested parties.

Studies are now being made as to methods by which these lands can be ade-

quately and economically irrigated and as to plans of organization and financing, which will be fair to and acceptable by the settlers and owners of lands in this territory. Under irrigation, these Grass Valley lands are capable of profitable production of sugar beets and alfalfa, while grains, root and garden crops can be produced abundantly, thus assuring a permanent profitable type of diversified agriculture for farmers on the project.

The location of the Grass Valley so near to the beautiful city of Missoula with its State University and excellent school system and its prosperous population, affords excellent market facilities and in addition the cities of Spokane, Butte and Helena will provide large consumption for products which can be grown with irrigation.

The plant of the American Sugar Company is located at the easterly end of the Valley, and assures a market for all the sugar beets which can be grown, as well as its services in assisting and directing tenants and land owner farmers, to the end that their sugar beet production may be profitable.

While this proposed irrigation plan is not in any sense a promotion scheme, as practically all the lands in that territory are privately owned or occupied, yet there will be real opportunities for new settlers, as the lands not now receiving water should and will be operated in smaller farm units under irrigation.

Homestead Lands in South Dakota

Valuable for Grazing Purposes

THE statement is frequently made that lands available for homestead entry are a thing of the past; however, in counties served by the Milwaukee Road in South Dakota there are, at this time, approximately 161,540 acres of land open to homestead entry, such lands being distributed in counties as follows: Bennett, 10,320 acres; Jackson, 7,720 acres; Corson, 45,120 acres; Dewey, 21,880 acres; Mellette, 2,200 acres; Harding, 20,600 acres; Perkins, 9,680 acres; Zeibach, 44,020 acres. While little of this land is suitable for crop production, because of rough topography and generally inferior soil quality, yet it is generally well grassed and valuable for grazing purposes. Doubtless agricultural lands located close to some of these government lands are available for purchase at attractive prices, and in connection with these homestead lands are valuable.

Qualified applicants have six months' time after filing in which to establish residence. Three years' residence is required, but a five months' leave of absence is granted each year on request. In addition, ex-service men are allowed credit on their residence for their service time, up to two years.

Anyone desiring to acquire land by homestead entry should first decide upon the location preferred and then secure township plats showing the location of lands therein, open for entry. The government does not furnish free maps, plats or lists showing where this homestead land is located, and makes a charge of \$1.00 per township plat. It is then necessary to make an inspection of the available lands and select land desired to file upon. The nearest U. S. Land Commis-

sioner or Clerk of Courts or County Judge, or any other officer having authority to take acknowledgments will help you make out and properly execute the filing papers which are then to be sent to the U. S. Land Office at Pierre, South Dakota.

When an applicant desires to file, he needs two witnesses familiar with the land, to make affidavit as to its character. Filing fees are \$14 on 160 acres; \$18 on 320 acres; \$22 on 420 acres and \$26 on 640 acres. If information is desired as to requirements and procedures in connection with making homestead entry on public lands, this can be secured by writing the U. S. Land Office at Pierre.

In Bennett, Corson, Dewey, Mellette and Zeibach Counties, there are ceded Indian lands open for entry, and if such lands are filed upon, the homesteader must pay the appraised price on terms of one-fifth cash and then after two years one-fifth of the unpaid balance to be payable each year. At Pierre and in towns near these available lands, there are reliable real estate men or attorneys who practice before the United States Land Office, who will serve intending applicants on a reasonable fee basis.

New Settlers for an Old Country Farm Lands on Our Aberdeen-Edgeley Lines Offer Wonderful Opportunities

THE Milwaukee Road running north through Brown County, South Dakota and Dickey County, North Dakota, to Edgeley, in the southern portion of LaMoure County, traverses an area of high-class productive farm lands. Generally the surface is level to slightly rolling, with a dark brown to black loam soil, underlaid with a clay subsoil.

The average rainfall is about 18 inches, of which about twelve inches falls during the growing season. Hard and Durum wheat, corn, oats, barley, flax, rye, alfalfa, sweet clover, garden crops and the small fruits are successfully grown.

The general and most successful type of agriculture is diversified, being grain

production in combination with either beef, cattle or dairying and hogs. In many parts of this territory, flowing wells are obtainable at from 1,200 to 1,500 feet and very generally excellent water is obtainable for domestic and livestock uses at depths of from 12 to 120 feet.

Resultant of the agricultural difficulties and the deflation period of recent years which mean such unusual present opportunity for young or new farmers, unimproved lands are available for purchase at prices ranging from 15.00 to \$30.00 per acre and improved lands at prices running from \$25.00 to \$50.00 per acre, and the terms of payment are generally favorable to the new settler.

This is a proven developed territory dotted by many fine successful improved farms, and a land seeker has every opportunity for learning what has been and can be accomplished. There is no guesswork about either the ability of these lands to produce abundantly, or as regards the types of agriculture best suited to different localities.

Aberdeen and Ellendale and Edgeley are attractive, thriving little cities with all modern conveniences. There are Normal Schools at Ellendale and Aberdeen. The rural and grade schools are excellent. Churches of many denominations. Excellent highways, the main roads graveled. Rural telephones and free rural mail delivery. Well located as to markets and excellently served by the Milwaukee Road with main line connections at Aberdeen.

Our Colonization Department has recently made a survey of this territory and is able to direct intending new settlers to reliable land owners and real estate men, and help them to secure the kind of land they desire and should have, at attractive prices and on terms of payment which they can meet.

Our Agricultural Development Agent, Evan W. Hall, makes his headquarters at Aberdeen, and his long residence and experience in Extension Work in the Dakotas make his services very valuable to newcomers as well as to present residents.

It Pays to be Modern



New Iron Double-Deck-Bunk Cars

WITH the idea that comfortable and clean living quarters would result in being able to hire and keep a dependable class of men in his extra gangs, Assistant Engineer, Maintenance of Way, William Shea, has put into operation on the reconstruction work of Muskego Yards, Milwaukee, a thoroughly sanitary and perfectly comfortable box-car camp. Twenty-seven box cars of good condition have been fitted with the "modern

conveniences" and a thorough sanitation in living, eating and cooking quarters is maintained. And to date, Mr. Shea's belief has been amply supported by results. There has been little or no turn-over of labor and the "drifters" have been noticeably absent. Applications for work in this camp have been in excess of the number available on the work.

The cars are equipped with electric lights, running water, iron double-deck bunks with springs and mattresses, screens for doors and windows; sanitary lavatories and shower baths.

The floors and walls of all cars are of matched boards with insulation, and each car is provided with a stove for use when necessary. The commissary has a refrigeration car and the kitchen has the equipment of a modern hotel kitchen, and this and the mess car are kept scrupulously clean. The entire camp is swept every day and thoroughly scrubbed once every week.

The men employed on the road work enjoy their living quarters, and where in



Modern Sanitary Kitchen Car

the past they have usually spent their evenings outside of camp, they now seem to prefer the comfort and rest of their home-like surroundings, where there is even a radio, which they all enjoy.

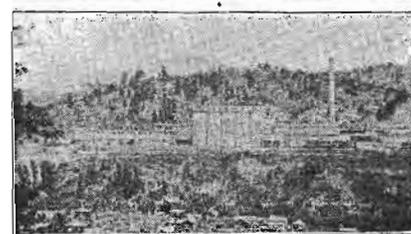
Fifteen Hundred Baseball Fans from Milwaukee, Wisconsin

FIFTEEN HUNDRED baseball fans from the Cream City came to Chicago over The Milwaukee Road, on Sunday, June 8, in two special trains. They came to root for Al Simmons, right-fielder of the Philadelphia Athletics, and a Milwaukee boy.

Cement Plant at Hanover, Montana, Operated by the Three Forks Portland Cement Co.

HANOVER, MONTANA, presents the unusual sight of a cement plant and a gypsum plant belonging to the same company located side by side, and extracting their raw materials from adjoining beds.

Hanover is in Fergus County, central Montana, seven miles from Lewistown, on Big Spring Creek, in the foothills of the South Moccasin Mountains. It is located on the Chicago, Milwaukee, St. Paul & Pacific and Great Northern Railways. The cement and gypsum plants, the shale quarry and the gypsum mine are on the north bank of Big Spring Creek on a hill which is separated from the main mass of the South Moccasin Mountains by about one mile. The limestone quarry is three miles to the north in the main range, and the town of Hanover is just to the south across Spring Creek from the plants.



Cement Plant, Hanover, Montana

The Hanover Gypsum Company obtained title to about 1,000 acres of land on the Hanover dome and began the construction of a gypsum plant in 1915. This plant was completed at a cost of \$150,000.00 in July, 1916, but after operating a short while was sold to The Three Forks Portland Cement Co. This company had built the first cement mill in Montana at Trident in 1909. The cement company continued to operate the gypsum plant and began the construction of a wet process cement plant, which cost

about \$1,000,000 and went into operation in 1918.

The limestone is carried to the mill by an aerial tramway that is 12,465 feet in length with a fall of 1,560 feet. The kiln has a capacity of 1,050 barrels a day. The finished cement storage has a capacity of 80,000 barrels, and a clinker storage of 100,000 barrels. All of the machines are operated by electricity, which is furnished by The Montana Power Company.

The coal used for kiln fuel is sub-

bituminous slack from Roundup, Montana coal fields, 150 tons used daily.

This plant supplies Montana and North Dakota territory located on the Milwaukee and Great Northern lines. During the year of 1928 there were 2,125 cars cement shipped, and 620 carloads received inbound, consisting of coal, lime, plasterboard, machinery and explosives.

The ten years that the cement plant has been in operation the railway companies have averaged about \$250,000 a year in earnings.

CLAIM PREVENTION

FRIGHT UP THIS WENDLAND CARE

Defective Equipment

Under date of May 11th, C. N. 426680, moving on pier 29 River, N. Y., W. B. 162 of May 3rd, arrived containing hides for the Eisendrath Tanning Co., who discovered after all but the bottom layer had been unloaded that the hides were discolored, and upon making an investigation of the car we developed that at some time previous it had been loaded with scrap copper which became imbedded in the floor; and as a result of coming in contact with the salt brine from the hides the coloring penetrated 81 bundles of hides, which, of course, resulted in the damaged hides being practically worthless. However, this will be determined as soon as they come out of the lime water.

I am giving you this information so that you can see that we cannot be too careful in inspecting cars before they are loaded because there is no doubt but what the amount of the claim filed in connection with this shipment will be charged back to the originating carrier. This applies on L. C. L. as well as carload shipments.

H. C. STRAYER, Asst. Agent,
Racine, Wisconsin.

Stowing of Paper, Etc.

I have some papers covering damage to shipment of printed wrappers consigned to the National Biscuit Co. at Kansas City, which indicate that damage was either the result of rough handling or improper stowing. There is quite a claim on it because the edges on these packages were frayed and the wrappers made unfit for wrapping their packages. When we have such shipments as that we should take special care in the handling of it and know that they are going through without damage, and stow them in such a way so they cannot become damaged rubbing against sides or ends of car.

W. C. BUSH, Agent,
Galewood, Illinois.

Checking Merchandise

I happened to look out in the yard this morning about 9:30, just in time to see a truck pass underneath the Desplaines Street viaduct. He had an exceptionally high load, and I noticed that the top pieces rubbed against the bridge. I watched to see where the wagon went,

and he backed up to Johnson's door. I told Johnson about it, and on inspection we found the shipment scraped was rugs, and that they were chafed, so we received for them accordingly.

F. WENDLAND, Check Clerk,
Union Street Station,
Chicago, Ill.

Short Freight

It has come to my notice that we are frequently short a part or the whole of a shipment, something that the consignee needs immediately. He calls for his freight and finds that we are short wholly or part of his goods. He orders a duplicate shipment or part of machinery sent him to fill this shortage. In the meantime shipment has gone astray and is received at some distant point and does not get to correct destination for days after duplicate shipment has been received by consignee. When the freight which checked short does show up, it is refused. Claim has been made for shortage on the original shipment and the company has bought something it does not want. I think when freight checks over at the wrong station, agent at correct destination should be advised promptly by wire, so that he can advise consignee when he might expect the missing freight and avoid duplicating the shipment and possibly a claim for shortage.

C. R. AMBLI, Cashier,
Montevideo, Minn.

Dividing Curtains

We are approaching a time when we are going to receive a number of L. C. L. fruit and vegetable shipments, particularly strawberries and peaches. Every effort should be made to get them into the cool cars and off the floor as quickly as possible. In going through some of the cars, I note the stowers are not dropping the curtains after they get through loading. We should attempt to get these curtains down and give the shipments the available refrigeration.

H. O. EVERSON,
Chief Inspector, Lines East.

Errors of Employes

Diversion Failure

WE have a claim in the amount of \$142.45, representing deterioration account delay due to mishandling of diversion order on the part of one of our grain clerks. This car was billed from

a point in Iowa on July 31, 1929, being consigned to the BLANK Grain Company. On arrival at destination the consignee furnished order reading, "Blank will order." Instead of holding the car subject to orders from this firm, the grain clerk carded it to an entirely different mill, the result being the car checked heating on delivery and we anticipate it will be necessary to pay out approximately \$100.00 in order to compromise the claim.

Error in Billing

Claim in the amount of \$161.59 was recently paid to cover loss account market decline in shipment of wheat moving from a point in South Dakota to Minneapolis, car being billed under date of July 30th to the order of the Blank Grain Company, notify Blank Grain Company. The agent in billing the car however, showed the notify party the same as the order party and the result was a 96-hour delay in delivery at destination, market in the meantime declining ten cents per bushel.

Error in Billing

Blank, Ill., to Danville, Ill., W. B. 91381 of September 12, 1929, covers a shipment of six cases of chocolate, four cases of cocoa and five cases of cocoanut. Due to error on the part of the bill clerk, the five cases of cocoanut were omitted from the billing, and destination carrier indicates that these five cases were never received, the result being that a claim in the amount of \$22.40 was paid and all charged to this company.

Error in Delivery

Minn. West. R. R. Gluek, Minn., W. B. 7001 of December 9, 1929, covers M. W. 1029, cattle. Due to failure of our people at destination to deliver this car to the proper consignee, there was a delay of one day in effecting delivery, during which time the shrinkage and decline in market caused a loss of \$60.00, for which claim has been paid to cover.

Error in Billing

Blank, Wis., to St. Cloud, Minn., W. B. M-669 of October 18, 1929, covers a shipment of 76 bundles of cheese. Agent at the point of origin, however, showed only 75 bundles on his waybill, and destination carrier advises that is all that were received; result, a claim in the sum of \$8.55 paid to cover, all of which has been charged to this company.



Eleventh Annual Session, Transportation Division, American Railway Association

THE Eleventh Annual Session of the Transportation Division, American Railway Association, was held in the Hotel Cleveland, Cleveland, Ohio, May 7, 8 and 9, 1930, being presided over by Chairman J. J. Bernet, President, Chesapeake & Ohio Railway.

The Morning Session of the first day, May 7, was devoted to a discussion of the following subjects, presented by the Committee on Demurrage, Storage, Reconsignment and Diversion:

1. Computing time from 8:00 A. M. instead of 7:00 A. M.
2. Discrimination incident to allowing 24 hours' free time for surrender of bill of lading or payment of lawful freight charges on cars destined for delivery by connecting lines.

The Afternoon Session of the first day was devoted to a discussion of three subjects, presented by the Committee on Car Service:

1. Car Service Rule 12.—Should any change be made toward liberalizing the application of this rule and interpretation thereto? Car Service Rule 12 and the interpretation in question reads:

"The placing of advertisements or banners of any kind at any time upon passenger or freight cars or locomotives is prohibited."

Interpretation

"Question.—Is it permissible to attach banners, placards, etc., to the lading or stakes on open cars?"

"Answer.—Advertisements or banners may be applied to the lading or to temporary stakes necessary to secure lading; it is not permissible to attach such banners or advertisements to permanent stakes which are a part of the car or on temporary stakes supplied by shippers solely for the purpose of carrying advertisements or banners. (Nov. 15, 1916, amended Feb. 15, 1925.)"

2. Car Service Rule 4.—Does the present application of this rule indicate the advisability or necessity of a change in the rule?

Car Service Rule 4 reads:

"Empty cars may be short routed at a reciprocal rate of 6c per mile, plus bridge and terminal arbitraries with a minimum of 100 miles for each road handling the car, the road requesting the service to pay the charges."

3. Car Service Rule 3 (d).
Car Service Rule 3 reads:

"Foreign cars at home on other

than direct connections must be forwarded to the home road loaded or empty. Under this rule cars may be—

"(a) Loaded via any route so that the home road will participate in the freight rate, or

"(b) Loaded in the direction of the home road, or

"(c) Moved locally in an opposite direction from the home road, or delivered to a short line or a switching road if to be loaded for delivery on or movement via the home road, or to a point in the direction of the home road beyond the road on which the cars are located, or

"(d) Delivered empty to road from which originally received at the junction where received, if impracticable to dispose of them under paragraph (a), (b) or (c) of this rule."

Question 1. Has the operation under Section (d) of this rule indicated the advisability or necessity of eliminating the word "original" as now embodied therein?

Question 2. Should this rule be changed to provide that the empty handling of a car contrary to the direction of home be prohibited?

The Morning Session of May 8 was devoted to a discussion of three subjects presented by the Committee on Records:

1. Revision of Per Diem Rules 14 and 16. (See report of Committee on Records, Pages 52 to 61.)
2. Per Diem Interpretation 5 (m):

"Question.—A car moving into a junction point over Road 'A' is delivered to Road 'B' for handling in terminal switching service in connection with stop or milling in transit tariff authority, Road 'B' not participating in the freight rate, and the shipment is subsequently delivered by Road 'B' to Road 'C' for outbound road movement. Should Road 'A' pay to the terminal switching road the unloading reclaim and Road 'C' pay to the terminal switching road the loading reclaim?"

"Answer.—Yes. However, unless otherwise agreed adjustments should be made whereby the carrier road for which the service was performed as indicated by its tariff will assume the terminal switching reclaim paid by the other carrier road; the method of settlement to be determined by local agreement."

"Question.—Should Per Diem Rule 5 and the Code of Switching Reclaim Rules be revised to provide that on cars handled in terminal switching service in connection with stopped or milled-in-transit shipments, reclaim for the inbound terminal switch movement shall be as-

sumed by the outbound carrier road without regard to subsequent adjustments of freight and/or switching charges?"

3. Per Diem Interpretation 11 (j):

"Question.—If an underpayment or no payment of per diem has been made on one car and an overpayment made on another car of the same ownership, which fact is developed in the investigation of a claim for short per diem, may the reporting road transfer the overpayment to the car on which per diem was underpaid as a complete or partial offset to the claim, it being understood that the reporting road actually handled both cars?"

"Answer.—No. The words 'under incorrect initial or number' in the last part of Paragraph (d) refer to per diem reported on a car not handled by the reporting road. Adjustments of overpayments on cars actually handled must be made in accordance with Interpretation 11 (f) or 11 (i)."

"Question.—Should Per Diem Rule 11 be revised to require the payment of short per diem at the applicable increased per diem rate, but permit the claim for short per diem to be continued as a claim for deduction of an overpayment on another car of the same ownership actually handled by the reporting road until such overpayment has been properly adjusted?"

At the Afternoon Session, May 8, there was a discussion of the following subject, presented by the Committee on Freight Handling Service:

1. Standard methods of loading various commodities in both closed and open top cars.

The program for the final day of the session, May 9, was as follows:

Morning Session

10:00 A. M. to 12:30 P. M.

Address of chairman.
Address of President R. H. Aishton (A. R. A.)

Resolutions.
Address by Mr. G. E. Patterson, vice-president, Illinois Central System, on the subject "Heavier Loading of Cars."

Report of Committee on Car Service.

Resolutions.
Address of Mr. M. J. Gormley, executive vice-president (A. R. A.)

Report of Committee on Records.

Resolutions.
Afternoon Session
2:00 P. M. to 4:00 P. M.

Report of Committee on Demurrage, Storage, Reconsignment and Diversion.

Resolutions.
Report of Committee on Freight Handling Service.

(Continued on page 48)

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Fullerton Avenue Chapter

Marie Nixon, Historian

THE regular monthly meeting of the Fullerton Avenue Chapter was held in the club rooms Saturday, April 12, and luncheon was served at 1 o'clock.

The business meeting was called to order by our president, Mrs. Loderhose. Mary Lawler, our Ways and Means chairman, gave a report about the dance we are giving with the Union Station Chapter on April 25th and everyone is looking forward to a good time.

Mrs. Anthony French Merrill was with us again and gave a very interesting talk on the latest books. We always enjoy Mrs. Merrill and hope to have her with us real soon.

The regular monthly meeting of the Fullerton Chapter was held in the club rooms Saturday, May 10th, and luncheon was served at 1 o'clock.

There was a short business meeting, after which we were entertained by our Glee Club with a number of songs. Miss Edith Marquis and our director, Mr. George Unger, each sang a solo and everyone enjoyed them immensely.

Plans have not yet been completed about the club serving luncheon at the noon hour in the new rest rooms. It will take a little time to install equipment etc., and expect everything will be complete in the early fall.

Green Bay Chapter

Mrs. Charles Allen, Historian

OUR social and business meetings during April and May brought several of our members out as usual.

We are very happy to hear how well our membership drive is going on and are anxious to go over the top.

We are also doing our bit to help our more unfortunate employees. At the business and program meeting May 1st, Welfare Chairman Mrs. M. E. Hastings reported 19 welfare cases taken care of and 14 sick calls made. We are grateful to President Mrs. C. B. Cheany and Mrs. Hastings for giving on the average of two afternoons a week for club alleviation work. We also wish to thank other active and contributing members for their loyalty and support so we can carry on the good work.

The third of our series of pay-to-play card parties will be given at the club rooms Saturday evening, May 17th.

Plans are being made for the annual club picnic which will probably be held the latter part of June.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

THE board met for luncheon and business meeting April 15, in the home of Mrs. Homer Snow, Mmes. Rabun, Wean, Stuben, and Cussen assisting.

Mrs. Doud presided in the absence of Mrs. Buechler.

The final arrangements were made for the Gallatin Gateway Ball.

Mrs. T. G. Oexler reported 122 calls, 4 sympathy cards and 28 telephone calls for the month.

The welfare chairman, Mrs. Cline, reports \$125.00 spent for her work.

The regular meeting was preceded by a pot-luck dinner April 28th. Mrs. F. R. Doud called a short business meeting—concluding with bridge for entertainment.

The Gallatin Gateway Ball was given in the Roof Garden May 1st. The dance was a success financially as well as socially.

The cast of "Ma Sweet and Family" went to Yankton Tuesday evening, April 29th, and staged their one-act play for the Safety First meeting.

Mason City Chapter

THE regular meeting of Mason City Chapter was held in the club room April 22nd, with about 75 in attendance. Splendid reports were given by the chairmen of the different committees—being the Welfare, Scholarship, Sunshine, Membership and Ways and Means.

A bake sale was reported by the Ways and Means committee, the proceeds amounting to approximately \$21.00.

One hundred and fifty paid-up members were reported by the chairman of the Membership committee.

After the business meeting an enjoyable program was presented. Vocal solos were given by Mrs. A. R. Eggleston, and piano solos by Mrs. R. Patton. A play, entitled "The Anti-Gossip Club," was given by members of the chapter under the direction of Mrs. S. E. Krenberg, Mmes. Henry Smith, F. J. McDonald, Misses Grace Moran, Mae Quinn, Irma Wilhelm, Faye Stirn, Stasia Harding and S. V. German taking the parts.

A May dance sponsored by the "Lady Clerks" of the chapter, was given at the Clear Lake Country Club. Music was furnished by Ray Keyes and his band of Albert Lea, Minn. The hall was beautifully decorated, and one of the features of the evening was the sale of May baskets filled with candy. A number

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

DEER LODGE CHAPTER met on Monday, May 5th, the president, Mrs. S. B. Winn, presiding.

After the regular routine business, a short program was enjoyed. Greta Gertrude Boulter gave several readings in costume; Miss Anne Louise Brance sang, accompanied on the violin by her sister Vernice, and Mrs. Erna Bagley at the piano.

The reports show an increase in membership which is very gratifying to the club. The welfare work is being carried on, and in order to increase funds for this work several plans are under way, one of them being a cedar chest to be filled with articles made and donated by club members and sold to the highest bidder.

Refreshments were served at the close of the meeting.

La Crosse Chapter

Mrs. E. C. Higbee, Historian

LA CROSSE CHAPTER started the New Year with a firm determination to increase its membership. Our president, Mrs. Nic Weber, who is a most untiring worker, with her committee has increased the membership and we now have 250 members, 135 of whom are voting and 115 contributing.

The sewing circle has been busy sewing for the needy and for the bazaar. Our May bazaar netted us \$125.00.

Our card parties and social gatherings have been well attended. Our birthday parties for the members are very popular and we are all looking forward to the next birthday party in June.

There will be very little active work done during the summer months, but we hope to start with renewed vigor in the fall, and keep La Crosse Chapter in the front rank.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE April general meeting was held the evening of the 7th, Mrs. Donehower presiding in the absence of the president, Mrs. Bannon. A committee is to be appointed to make plans for a picnic to be held in June. Our chairman of Ways and Means, Mrs. Scovill, is to be congratulated on the splendid success of the dance that was held in March. More than five hundred dollars was realized, which will be of great assistance in our work.

On the pillow cases to be raffled at the May meeting, we hope to make a neat little sum which will reimburse the scholarship fund.

A fine program was enjoyed at this meeting; those participating were: Mrs. Callahan in song numbers; Helen Garrity and Lucile Swanson, readings; the two little Misses Flaherty, readings; and a one act play, "The Man Under the Bed."

After the program the Social chairman and her committee served coffee and cake.

Mrs. C. R. Langan, our former Sunshine chairman, has the sympathy of the railroad family in the loss of her husband.

Business meetings and activities in general have ceased for three months; but the Sunshine and Welfare committees will "carry on" through the summer. Mrs. Hack and her com-



Members of Spokane Chapter, Milwaukee Railroad Women's Club

mittee have had many distress calls throughout the past winter and she has spent \$490.60 in the relief of suffering. Our Sunshine chairmen, Mrs. Smith, Minneapolis, and Mrs. Davison, St. Paul, have spent about \$20.00 in the Twin Cities to bring cheer to those of our Milwaukee family in hospitals and homes, and cards of sympathy to those bereaved. We have, at this writing, an infant in the hospital ill with pneumonia.

The board met at luncheon in the club room in the station, April 5th. Hostesses, Mmes. Bagnell, Bannon, Donehower, Bryant, Holbrook, Davison and Gruber. We had as our guests: Mrs. L. T. Johnston, the Twin City Chapter's first president; Mrs. J. H. Foster, Mrs. Langan, Mrs. Van Dyke of Austin; Mrs. Burt and Miss Scandrett, St. Paul.

At this meeting the motion was made that Madame Scandrett, mother of President H. A. Scandrett and of Mrs. Burt and Miss Scandrett, be made an honorary member of Twin City Chapter, this honor to be conferred on Mother's Day. This was done.

The regular monthly meeting was held May 6th. After a short business meeting, Bob Morken's orchestra furnished music for dancing, which was the entertainment for the evening.

Marion Chapter

Mrs. J. B. Fosdick, Historian

REPORTS were given by the various committees at the meeting held May 8th in the club room. The Mutual Benefit chairman reported paying a hospital bill of \$33 for a sick member, and other aid given amounted to about \$15. A large number of calls have been made the past month, several new members' names have been placed on the roll and many cards sent.

Mrs. Chas. LeRoy announced the net proceeds of the charity ball held the evening of April 21 as \$288.05. She thanked all who assisted in making the affair a success.

The annual club picnic will be held in Thomas Park June 12th. A picnic supper will be served at 6:30, to which the families of members are invited. Mrs. John Smith, social chairman, will have charge.

Refreshments were served by a committee headed by Mrs. H. W. Perrin, to about twenty-five members.

Perry Chapter

Mrs. John Heinzelman, Historian

THE regular business meeting for May was held the first Thursday of the month with a good attendance. Fine reports were given by the chairmen of the various committees. Our financial report being particularly satisfactory and is sufficient for all ordinary relief and sick aid.

At this meeting the door prize was given to Mrs. M. M. Santee.

The machinists in the Perry roundhouse entertained their members and wives with a banquet and dance in honor of their 67th anniversary and honor buttons for long time membership in their organization. To show their co-operation and appreciation they gave our Milwaukee Women's Club the banquet to serve, which gave between \$20.00 and \$25.00 to our treasury.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE president called a meeting of the board of directors Tuesday, April 14th, at 7:30 P. M.

On Tuesday, May 13th, a 1 o'clock luncheon was served by the Wausau members of the chapter for out-of-town members. On each of the eighteen tables an artistic bouquet of buttercups formed the centerpiece. We were so pleased to have as additional guests Mrs. Carpenter Kendall, Miss Etta Lindskog and Mrs. J. W. Loderhose, members of the general governing board of Chicago.

Reports of the committees were heard. After the business meeting the Chicago guests were shown the city by Mrs. B. F. Haehn, and the others spent the remainder of the afternoon playing bridge and five hundred. Honors in bridge were awarded Mrs. Guy Reynolds of Wausau, and Mrs. Harry Norenberg of Tomahawk. Prizes in "500" were won by Mrs. M. Staeger of Wausau and Mrs. E. Urban of Tomahawk. Guests from out-of-town were as follows: Chicago, 3; Merrill, 9; Tomahawk, 7; Cassian, 1; Minocqua, 1; Wisconsin Rapids, 6.

We can't fail to express our appreciation to the committee of the day for the great success of the luncheon. Mrs. Leo Ziebell acted as chairman, ably assisted by Mrs. John Schultz, Mrs. August Krueger, Mrs. Nile McGinley, Mrs. A. L. Lathrop, Mrs. H. L. Vachreau, Mrs. F. Nienow. The table decorations were secured and arranged by Mrs. M. M. Harrington, Mrs. J. E. Dexter and Mrs. M. E. Donovan. The latter says she came out of the swamp with a large bouquet of buttercups but minus some of her footwear. The gentlemen of the party tendered her a large bouquet of beautiful trilliums, so she should feel herself repaid for her loss.

The Minocqua ladies have invited the members to a picnic luncheon on Tuesday, June 10th, which we are anticipating with great pleasure.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

MAY FIRST, with spring in the air and everyone wanting to dance, the annual ball, which is sponsored by the Milwaukee women, was held in the Arkota Ball Room where members and their friends enjoyed themselves. During intermission the girls of the eighth grade of the Hawthorne School gave a demonstration of the May Pole Dance which was both beautiful and entertaining. The proceeds of this dance will go toward furnishing a room in the beautiful new Sioux Valley hospital which is now being completed. All members will receive a 20 per cent discount. This surely was an undertaking, and will prove to be a great benefit to the Milwaukee families. Mrs. J. R. Bankson acted as chairman of the dance, and much praise is due her for her untiring efforts to make this dance a success.

The sick committee visited the son of Lloyd West and left a nice basket of fruit. The brave little lad submitted to an operation, and we are pleased to report him doing fine and on the road to good health again.

Mr. Stork flew over the home of the Brogan family and left them a nice, big, bouncing boy. Congratulations, and when he grows up we will find him a job on the section.

All members of the Milwaukee were shocked at the untimely death of Garrett Hartenhoff. The loss of this friend and brother will be felt for some time to come. Our sick and visiting committee put forth every effort to render comfort to the widow and son, and the entire membership of the Milwaukee Women's Club wish to extend their deepest sympathy. As a token of appreciation to the Women's Club, Mrs. Hartenhoff has presented the club with

a beautiful hand-made silk pillow which will be raffled off at the next meeting. Members are busy selling chances on it, and all waiting to see who will be the lucky winner. Many thanks to Mrs. Hartenhoff for her kindness.

It surely seems good to see Ethel Jacobs around after being laid up with a sprained ankle. Guess it was good luck mixed with the bad luck, for she now has a car of her own to get around in. Hope she will crank it up and drive down to the meeting next Tuesday, so we can all see how good she looks behind the wheel.

Mobridge Chapter

OUR "Guest Day" meeting held on April 28 was very successful and we were happy to have with us at this time nine members from the Miles City Chapter, including their President Mrs. H. M. Gillick, Mrs. J. V. Anderson, Mrs. Custer Greer, Mrs. Chas. Brown, Mrs. Umhoefer, Mrs. C. D. Tarbox, Mrs. Thos. Brown, Mrs. N. A. Nummedore and Mrs. W. H. Fellows; and from Marmarth, their President Mrs. A. E. Moxness, Mrs. Ritchie and Mrs. Richmond. These ladies arrived on train No. 18 and were entertained at the different homes—in the afternoon they were taken for a ride around the city, later they met at our club room in a social way and bridge was indulged in. At 7 P. M. a banquet was given at the Brown Palace Hotel for the visiting ladies.

The evening meeting was called to order at 8 P. M. by our President Mrs. Moran, who extended a cordial welcome to the visiting members and asked us all to join in the reading of the club motto and the singing of the club songs. She then called on the chairmen of the various committees for their reports. Mrs. Martin Walsh of the Mutual Benefit reporting seventeen cases taken care of during the past month, Mrs. Beaver of the Sunshine Committee handled nine cases, made eight gifts of flowers and magazines, also made twenty-three calls and ten telephone calls. We are grateful to Mrs. Frank Schneider's mother, Mrs. Podore of Menominee, Michigan, for donating quilting frames to our club; these frames will also be rented to anyone wishing to use them. Mrs. Moran introduced the officers of our club, then called on the presidents of the visiting chapters, Mrs. H. M. Gillick of Miles City and Mrs. A. E. Moxness of Marmarth, both responding in a splendid manner, they in turn introducing the members of their chapters. We are very glad to meet these charming ladies and hope they will visit our chapter again soon.

We enjoyed a reading by little Miss Jeanette Gray of Miles City and she also danced the sword dance in a very creditable manner. Donald Gould favored us with a saxophone solo, with Ada Townsend as his accompanist; Robert Fuller gave two piano solos, and a clever skit was given by the Misses Sarah Jane McCarter and Merle Lembeck.

Mrs. Clyde Caldwell and Mrs. Bess Bunker, chairmen of the refreshment committee, assisted by Mrs. Burton, Mrs. Currah, Mrs. Carter, Mrs. Carsten, Mrs. Champer and Mrs. James Caldwell, served dainty refreshments.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE May meeting was well attended, and the reports of the various chairmen indicated that the work of the chapter is being well taken care of. The Welfare chairman reported on several needy cases, and it was decided to give \$10.00 to one family, \$15.00 to another family, and a loan of \$60.00 to another family who had asked for it.

Following the business meeting, Miss Angelina Knitter of the Wisconsin Telephone Company, gave instructions on the use of the dial phone which will be put into operation in Milwaukee on some of the exchanges on July 1, 1930.

Refreshments were served as usual.

Miles City Chapter

Edith Peterson

THE annual charity ball given by the club at the Auditorium, April 21, was a success from every standpoint, socially as well as financially. The decorations were outstanding in originality and cleverness of arrangement. The famous roller bearing Olympian was shown in replica on the stage, the rear of the observation car with a spotlight used for the orchestra booth. Shovels and picks and gold and silver spikes arranged over the hall added considerably to the scheme. A quartet composed of high school boys sang the Milwaukee Booster Song and other similar selections during the evening. Seven railroad men furnished the music. \$304.00 was realized, which will be used in our welfare work. Much credit is due Mrs. Vern Tarbox and the other committees who worked so faithfully.

The regular meeting of the club was held April 25. Plans were discussed for the sending of some of the girls of Milwaukee employes to the Sunshine camp, which is a camp in the Pine Hills a few miles from Miles City, established for undernourished girls, at which they stay for two months during the summer. The club will send eight and possibly ten girls to the camp this year, paying all their expenses. A program was presented at the April meeting by Helen and Jean Lindeberg and Kathleen Bartley, consisting of a dance number, musical reading and piano solo. Mrs. Arlie Wickersham was in charge of the entertainment. Refreshments were served by Mrs. John Umhoeffer, Mrs. H. E. O'Neil, Mrs. C. J. Shine, Mrs. W. C. Fisher.

The May meeting was held on the 23rd and was designated as "Guest Night." A large crowd turned out. Reports were given by the committee chairmen showing the work done for the first five months of the year and they were indeed gratifying. So much has been done by all the committees to spread cheer and help others. Five card parties have been given and we have been able to put \$25.00 from each of them in our treasury. We were entertained with a piano duet by Helen Torgerson and Montana Nimbar, and two vocal duets by Mrs. Busey and Mrs. Young, accompanied by Mrs. Ruth Anderson. At the close of the business session refreshments were served. This was the last meeting before our summer vacation.

Quite a number of the ladies accepted the invitation of Moberg Chapter to attend their chapter and all report a wonderful time.

Miles City has been the center of a group of movie actors for the past month and hearing of the wonderful work our club has been doing, they decided to do their bit and a benefit performance was given at the Liberty Theater one evening, part of the receipts of which were donated to the club by the R-K-O people. The stars who were working in Miles City filming "The Record Run," also the director and some of the others connected with the company appeared on the stage in person at both the first and second shows. A record crowd was in attendance and the club received \$168.15 as its share of the receipts for the evening.

Miles City Chapter is working hard to get the membership prize of \$15.00 and as we have only a few more members to secure by June

30, we should have reached the goal and captured the prize.

Though we will not be holding our regular meeting during the summer months, as far as the work is concerned, the club will still be on the job ready to help wherever it can be of assistance.

Madison Chapter

A VERY entertaining program by children of employes made the last meeting of the season very enjoyable.

A piano solo by Miss Mildred Ziel was much enjoyed by all.

Acrobatic stunts by Betty and Annabelle Ollinger were most unusual. We hope to see them often.

Another very pleasing number was a violin solo by Miss Francine Jackson. She was accompanied on the piano by Miss Katherine Greggs.

A picnic was planned for the 28th of June, in Ollinger Park. Mr. Henry Carter was appointed chairman of entertainment and Mrs. Chas. Ziel chairman of refreshments.

WINNING THE PRIZE

A chairman and a president

Went forth one day in Spring.
They were upon collection bent,
To bring the shekels in.

With gracious smile and winsome air,
They made their presence felt;
While trusting members unaware
Gave freely of their "gelt."

"I'm not a member any more,"
Said one with injured air.
"The meetings are to me a bore.
You do not treat the members fair."

"Oh, yes, to pay my dues I quite forgot,
'Twas just an oversight, you see;
You may kill two birds with one shot,
Here is the cash for John and me.

"Our boy, too, is quite grown up—
We'll also pay for him.
Then if you haven't quite enough,
Count in our young son Jim."

"Bless me! Is it time for dues?
The year has just begun.
My membership I would not lose—
We think the club is loads of fun."

Encouraged at one place,
Discouraged at another,
These two collectors had the face
To call upon a brother.

"Good morning, Mr. So-and-So,
How are you this fine day?
We're out to get the dough,
Which the Mrs. said you'd pay."

"I have no interest in the club,
I do not care to pay."
Undaunted by this little snub,
The ladies turned away.

The next declared in irritation,
"I'm sure I've paid my dues,
Here's two-bits—a donation—
Use it as you choose."

A gentleman of well-known fame,
Sent out a generous bill,
And with it gave the name
Of his firm with their good will.

Oh, boy! Our task is almost done!
The quota is surpassed!
The prize, too, is fairly won;
Our membership has mounted fast.

Thanks to the members new and old,
Who did whate'er they could,
By giving what is better than gold —
The means for doing good.

M. S. D.

Union Station Chapter

Mrs. O. P. Barry, Historian

THIS is the month of June and the Union Station Chapter has not held its regular monthly meeting, nor will it hold any meetings during the months of July and August.

Mrs. Allgeier, our Welfare and Sunshine chairman, reports that a good many cases have received not only financial aid but also assistance through telephone calls and personal visits as well. Mrs. Allgeier visited the Speedway Hospital this month and also made personal visits to twelve of our Milwaukee men at the Washington Boulevard Hospital. On these visits the convalescents receive fruits, flowers or magazines.

On Saturday, June 14, the Fullerton Avenue and Union Station Chapters were invited to an outing held at the home of Mrs. Grant Williams at Edgebrook. A luncheon was served between 1:30 and 2:00 o'clock, after which the guests participated in various outdoor games.

Mrs. Josephine McKenzie also very kindly offered her home at Itasca to the club members for a garden card party. The party was held on Saturday, June 21, and there were prizes as well as refreshments. The proceeds derived from this card party will enable the chapter to offer assistance to those who are in need.

Miss Ruth Barrington, our Librarian, reports that during the months of July and August the library will be open on Thursdays only. A vacation book list is now being prepared—get your name in early for the book you wish to take with you on your vacation.

Terre Haute Chapter

Alice M. Church, Historian

ON May 15, about forty members gathered at the club rooms for a one o'clock luncheon, which was given in honor of our West Clinton members. However, our West Clinton members failed to arrive, which we regretted very much as the luncheon was arranged especially for them. The tables and rooms were beautifully decorated in garden flowers.

The regular business meeting was held during the afternoon, with all committees making their reports. The Mutual Benefit Committee has been especially busy on account of several cases of unemployment, \$42.28 having been spent during the month for needy cases. We especially appreciate the services of Dr. D. B. Miller, who donated six calls.

Games of bunco were played during the afternoon.

The last meeting of the season will be a picnic supper at the club rooms on June 19th.

Milwaukee Road Post No. 18, American Legion

THE Milwaukee Road Post, No. 18, that took part in the American Legion's poppy drive reported a net sum of something over three hundred dollars realized from the sale of poppies. This money will be added to the Post's fund for relief work. Forty-two women and girls sold poppies for Post No. 18, most of whom were members of Milwaukee R. R. families.



AT HOME



Modes for the Matron

THE June brides are married and away, the sweet girl grads have left the campus, diplomas in hand, and we are free to give the mothers and married sisters and all the matrons who have held down the back rows during this interesting period, some attention. Of course the elder dames are glad to give the spotlight to the youngsters for a time, but they do not expect to remain in the background always, and so a recent excursion into the haunts of fashion was made in their interest.

This is the season of the summer sales of women's apparel and there are very real bargains in all the shops. The shops carrying the more exclusive type of women's wear are putting on phenomenal sales because it is their policy always not to carry anything over, and the spring season has not been so good, rated on the dollar sign. Therefore the advice is here given to look over some of the boulevard showings, for here you find suits and gowns and their accessories which are not only the latest word in fashion right now, but they will continue "good" for another year. That is always the great argument in favor of buying something which may on the first cost seem a bit expensive, but if you figure two seasons' wear, the cost comes down below that which at first seems a cheaper buy.

The vogue of the suit will continue, and nothing more becomes a matron than the chic silk ensembles which you see everywhere. In my recent tour among the shops, I saw several most alluring little ensembles suitable for daily and semi-formal wear. A matron's ensemble coat should properly be the three-quarter length, and I want to tell you about one of these which particularly caught my eye. It was black heavy canton crepe, the skirt was pleated all around, in side pleats about one-inch wide and attached at the top to a deep yoke which sat snugly around the hips. The overblouse was of printed pussy-willow, black background, sprigged all over with little rose-colored, pale yellow and green flowerets. The three-quarter coat fitted closely around the hips, and just below the lower hip line the material was reversed, satin-side out. Three medium-sized buttons caught the coat together in front. The notched collar was of self material and of course the coat was lined with the same material as the blouse. A small-brimmed black Baku hat with bands of narrow rose and green velvet overlapping circled the crown and finished in a smart little bow whose ends extended to the edge of the brim. Black Oxfords and sun tan hose and gloves finished this very stylish outfit.

Other ensembles, following in general the style described above, were shown in green, various shades of blue, a few greys and several in white Shantung. For any afternoon occasion, nothing could be smarter than the white Shantung



Jackie and Billie, Sons of Yard Conductor
L. G. Connell, Marquette, Iowa



Murrell and Corinne, Children of S. M.
Division Engineer Wesley Thomas

ensemble, the coat lining and blouse in pale yellow or some one of the beautiful pink shades that are so popular this summer. Likewise a pink Shantung with white blouse and coat lining would go far toward taking the toll of years away from a middle-aged figure and face; and the general style of this model ably conceals any tendency toward a "tummy."

Then there are the pretty summer materials for the distinctive afternoon gowns. Porch parties and little "teas" afford opportunity to step out in pretty feminine frocks made of printed chiffon; and right here I want to ask what would we do these sweltering afternoons if it were not for lovely printed chiffons and the dainty voiles that look almost like chiffon? The colors and shades are countless and the printed figurings grow more beautiful every season. These materials lend themselves to the new type of dress—the uplifted waistline, the circular effects and the shirred ruffings; and so soft and tenuous are these fabrics that even madame of the generous hip

line may venture something of the sort, for the ruffings, especially if the shirings are stitched down by a machine, lie so closely and fall so softly that they are universally becoming; while even a shirring at the waistline is not objectionable. A pretty design for a frock of this kind is seen on the pattern page of this issue, and the summer materials are now being sold at bargain prices.

A Tiny Trespasser

THE railroad yards at Thirty-fourth and Vliet Street, Milwaukee, were recently visited in the small hours of the night by a diminutive little track-walker who seemed to be on his way, although he did not "know where." Little Danny Faber, two and one-half years old, waking in the night from deep dreams of peace, and finding himself alone in his brand new big folks' bed, decided he was of sufficient years to go out on his own, if he were old enough to sleep alone. So out he toddled, pajama-clad, pushed a chair to the electric light switch in the kitchen without waking any of the sleeping family; unlocked the back door and fared forth on his quest of adventure. Adventure took him by the hand and led him to the railroad tracks back of the home, and presently a flagman saw a little ghostly figure meandering uncertainly along the tracks. Danny was not able to furnish any information as to who he was or where he lived, but volunteered the information that he was looking for "Jean" (Jean, it developed, was his little daytime playmate). The railroad man took the youthful trespasser to the near-by police station and a policeman set out to find the owner of the small boy. Turning into Thirty-fourth Street, he saw lights on in one of the homes, and with the acumen of a real member of Milwaukee's "finest," he decided that must be Danny's home. So he knocked loudly and long on the door, which was presently opened by a rather frightened and sleepy lady. The policeman asked her if she had a little boy of two years or so, and where he was. The mother replied, "Why, in bed, of course, where he ought to be at this time of night." "Better look and see," said the policeman and the mother bounded back to a bedroom, only to return white with fear. No Danny. The officer reassured her, however, that the boy was safe, and went back after the wanderer. When he was restored to his mother's arms and his mother asked him why he did such a thing, Danny passed the buck, saying, "Jean did it." And when his mother asked him if he wouldn't promise never to do it again, he countered with "I had a ride in an auto."

The railroad company has not yet prosecuted Danny for trespassing, and his mother said she did not have the heart to spank him, she was so glad to get him back safe.

The Patterns

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

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

6859. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16-year size requires $3\frac{3}{8}$ yards of material 39 inches wide. For collar and sash of contrasting material $\frac{3}{8}$ yard will be required cut crosswise. Price 12c.

6856. Ladies' Dress. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 44-inch size requires $2\frac{7}{8}$ yards of 54-inch material. For contrasting material $\frac{3}{8}$ yard 39 inches wide, cut crosswise, is required. Price 12c.

6869. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size requires $2\frac{1}{2}$ yards of material 35 inches wide. For contrasting material $\frac{1}{2}$ yard 35 inches wide, cut crosswise is required. Price 12c.

6860. Ladies' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $3\frac{3}{8}$ yards of 35-inch material. For belt of contrasting material $\frac{1}{4}$ yard 35 inches wide is required, cut crosswise. To finish with bias binding requires $4\frac{1}{4}$ yards $1\frac{1}{2}$ inches wide. Price 12c.

6870. Girls' Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size requires $1\frac{3}{4}$ yards of 35-inch material. For contrasting material $\frac{1}{2}$ yard cut lengthwise, is required. Price 12c.

6868. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 12-year size requires $2\frac{1}{4}$ yards of 35-inch material. A sash of ribbon will require $2\frac{1}{4}$ yards. Price 12c.

6493. Ladies' Apron Frock. Cut in 4 sizes: Small, 38-40; medium, 42-44; large, 46-48; extra large, 50-52 inches bust measure. A medium size requires $3\frac{3}{8}$ yards of 35-inch material. For facings of contrasting material $\frac{1}{2}$ yard 35 inches wide and cut crosswise is required. To trim with narrow bias binding requires $3\frac{3}{4}$ yards $1\frac{1}{4}$ inches wide. The

width of the frock at the lower edge is 60 inches. Price 12c.

6714. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires $4\frac{1}{4}$ yards of 39-inch material. For the tabs of ribbon $\frac{3}{8}$ yard is required. The width of the dress at the lower edge with fulness extended is $2\frac{7}{8}$ yards. Price 12c.

6792. Child's Play Suit. Cut in 3 sizes: 2, 4, and 6 years. A 4-year size requires $1\frac{3}{8}$ yards of 35-inch material. To finish with bias binding requires $3\frac{3}{4}$ yards $1\frac{1}{2}$ inches wide. Price 12c.

Good Things to Eat

Strawberry Mousse—Two cups strawberries, washed and hulled. Sprinkle with one-half cup sugar and let stand one hour, then mash fine. Add one tablespoon of granulated gelatine that has been soaked in two tablespoons of cold water and then dissolve in three tablespoons of hot water. Set in pan of cold water and beat until it begins to thicken; then fold in one cup of cream beaten stiff. Put in mould or the pans of an electric refrigerator. If packed in ice, let stand for two hours or more. If in refrigerator, it will be ready to serve in about one hour if the cold control is put into "high." Raspberries and fresh peaches may be used in season.

Frozen Plum Pudding—Three egg whites; one cup sugar; one cup water; one pint cream; one-half cup seeded raisins; one-half cup nuts; three slices pineapple; one-half cup maraschino cherries; one-half cup currants. Cook sugar and water until it hairs, then pour over the stiffly beaten egg whites and beat until cold. Whip the cream very stiff and beat all together. Add the nuts, chopped, pineapple cut fine, currants, raisins and cherries. Pack in freezer or electric refrigerator for three hours or longer.

Orange Ice—One cup sugar; two cups boiling water; two cups orange juice; one-fourth cup lemon juice; one teaspoon gelatine; two tablespoons cold water. Soak the gelatine in cold water. Add sugar to the boiling water and boil five minutes, stirring only until dissolved. Add gelatine and strained fruit juices. Freeze.

Chantilly Mousse—Beat one pint of heavy cream until stiff and add one-half cup powdered sugar, pinch of salt, ten drops of Hudnut's Essence of Violet and two cups of meringues broken in pieces. Turn into mould, filling to overflowing, pack in ice and let stand four hours. If placed in electric refrigerator, do not pack the trays so full. Let stand about two hours.

Raspberry Ice—Four cups of water; one and two-thirds cups sugar; two cups raspberry juice; two tablespoons lemon juice. Make a syrup by boiling water and sugar five minutes; add raspberries mashed and squeezed through double cheesecloth, and the lemon juice. Strain, pack in refrigerator trays and let stand until frozen. Strawberries or other small fruits may be used with this recipe.

Icebergs—Dissolve two cups of sugar in three cups of boiling water. Cool and add three-fourths cup of lemon juice, color with leaf green and freeze. Serve in glasses into which has been placed one teaspoon of Creme de Menthe. Sprinkle with nut meats, if liked.

We now have the Scotchman who wrote to the Magazine: "If you don't stop publishing jokes about Scotchmen, I'll read another magazine when I go to the library."



SPECIAL COMMENDATION

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

Conductor F. Marquardt, Chicago Terminals, while working with engine 8015, June 15th, passing Soo Tower, discovered a piece of iron about three feet long lying over No. 2 Main, and immediately took action to remove the iron, averting a possible derailment.

Dubuque Division Conductor H. J. Smith, on train No. 93, May 27th, while inspecting his train, discovered about two feet of flange and part of tread broken out of a wheel under one of the cars. Car was set out before further damage occurred.

Operator George Mitchell, Bardwell, Wis., on 65, flagged No. 65 out of Milwaukee May 4th, when he noticed a low brake beam striking the railroad crossing at his station. This undoubtedly averted a more or less serious derailment.

Mrs. J. F. Kehoe of San Francisco, Calif., extends commendation and thanks to one of our train crews in the following letter to Superintendent Elder:

"As I have just returned from a trip east and traveled over the C. M. St. P & P. from Chicago to Omaha, I wish to comment on the splendid way in which your conductor and brakemen treated us; and I heard many comments about them from others on the train. The conductor was a real tall Irishman about sixty years of age; I believe his name was Kent. The brakeman was also a tall man and wore glasses. I wish to say they were the most obliging trainmen I have met. I have made this trip many times but never have met trainmen more kind and courteous to everyone, than they were."

I. & D. Division Conductor H. B. Larson, on train No. 60, April 25th reported that he had a refrigerator car in the train which was leaking at the doorway. Investigation showed that the drains were stopped. Car was loaded with loose green hams moving from Mason City to Chicago. This watchfulness without doubt prevented damage to the shipment and a claim for loss.

Coast Division Conductor I. S. Johnson, train 263, May 11th reported a bad spot in track near Mile Post 21ss, and thought it might be a broken rail or a bad joint. Investigation developed a broken rail, which was immediately repaired.

K. S. Division Switchman James Quick June 7th discovered a gas engine loaded on St. Paul car at Kansas City had shifted on the car and he called on a couple of hoboes standing near to help him to replace the load, which they did. This no doubt prevented a further considerable damage, had the gas engine fallen off the car.

I. & D. Division Brakeman E. R. Lambert, on No. 94, May 15th discovered an engine grease cellar lying on the track as train was coming out of Spencer. He immediately notified the engineer on No. 4 and it was found the grease cellar was lost from engine 2859. If this had not been found it would have caused considerable delay to No. 4.

H. & D. Division Brakeman J. B. Thornton, train No. 97, March 31st, while inspecting his train at Craven observed a top brake hanger bolt one-half out and holding only on one side

of the caboose. The condition was corrected and further damage averted.

Valiant Service Saved Ripon Station

During the serious fire at Ripon, Wisconsin, on May 24th, when a great part of the business section of that city was destroyed, and while the city fire department was engaged in fighting the big conflagration, Warehouseman A. P. Hyde, Ripon, and Agent Lynn Currier of the express agency, did valiant service in protecting the Milwaukee depot and saving it from destruction when gas tanks near by exploded and brands from burning buildings threatened our station.

Dubuque Division Conductor John E. Kohler, handling a banana train between Dubuque and River Junction on May 22nd, discovered a piece chipped out of the tread of a wheel under one of the cars, while he was inspecting his train at Guttenberg. By careful watching and frequent inspection the car was brought to Marquette, but at that place a new break was found and the car was set out for repairs.

Chosen for the Haresfoot Special Four Consecutive Years

THE following from the Wisconsin State Journal gives two Milwaukee porters a "big hand," and Superintendent L. M. Jones of the Sleeping Car Department considers it well deserved. The Magazine is happy to pass it along.

Robert Sutton and Curry Thomas Become Fixtures as Long Train Leaves on Tour

When the long yellow train puffed out of the Chicago, Milwaukee, St. Paul and Pacific yards Wednesday night, bearing half a hundred shouting, laughing college boys, no one grinned more broadly and no one was half so happy as two white-coated, dark-skinned gentlemen in the last two coaches.

They were Robert Sutton and Curry Thomas, porters extraordinary, and they were beginning their fourth annual tour with the University of Wisconsin Haresfoot Club through Wisconsin, Illinois and Indiana.

Ask Reassignment

Four years ago, Milwaukee Road officials assigned Sutton and Thomas, who had earned themselves somewhat of a reputation for quick and snappy service, to the Haresfoot special. The next year Haresfoot officials asked for the same porters and the same porters asked for the Haresfoot special. It's been going on that way ever since. The Haresfooters could no more get along without Sutton and Thomas than Sutton and Thomas could get along without the Haresfooters.

There's a lot more to keeping a gang like that happy and contented over a long trip than "brushin' 'em off" and shining their shoes, Carl Dahnke, Madison passenger agent, will tell you, but whatever it takes, Sutton and Thomas have.

And Bill Purnell, who's Haresfoot's major domo, will back him up.

Personal Touch Counts

"I guess it's the personal touch," Bill explains. "You see, Bob and Curry know every lad who's ever kicked a leg in a Haresfoot chorus by his first name, and they re-

member as well as I do each boy's likes and dislikes and cater to him accordingly."

"And how's the service this year, Curry?" Purnell asked the porter Wednesday night.

"Fine, suh, fine," replied Curry. "You'll see—"

Fine, nothin'," snorted Bob. "It's puhfec', suh, it's downright puhfec'."

It Will Always Be the Milwaukee

PROBABLY every traveler, no matter where or who, has at one time or another experienced something like the calm inattention recorded of a ticket clerk in New York City, who did not have sufficient interest in some prospective patrons to accord them even common civility. Fortunately the ticket office which they first visited was not far from the Milwaukee's city ticket office in New York, and when the tired and disappointed ladies left the first office they saw The Milwaukee sign and went there—and in the following letter a nice moral is pointed to adorn a tale which ended happily. The letter is published through the courtesy of Mr. G. L. Cobb, general agent of the Passenger Department in New York. The letter, addressed to Mr. H. W. Porter, general agent of The Milwaukee in San Francisco, was written by Mr. C. M. Covell, manager of the Encinal Terminals in the latter city.

San Francisco, Calif.,
April 8, 1930.

Mr. H. W. Porter.

Dear Sir:

Mrs. Covell and our daughter have just returned from a trip through the eastern states. While they were in New York they went into a ticket office of one of the lines simply because the name on the window suggested home to them, and were accorded the inattention we sometimes get from the type of clerk who feels superior to his position—sort of a patronizing, supercilious, looking out of the window air with disinterest the predominant factor, so they thought they would try some other line and seeing the Milwaukee sign about a block away, they approached and timidly entered. They encountered there a young man by the name of Finnigan, and unless I tell you about Mr. Finnigan I will have no peace at home.

They explained to him that they had been away a long time; had been seeing the country and were now ready to go home, but first wished to do a little touring in New England. They wanted to buy their tickets and have that behind them, and they wanted to come home via a route that would be the most picturesque, and at the same time comfortable.

Mr. Finnigan entered into the spirit of the thing wholeheartedly. He helped them out by way of suggestion as to where to go in Massachusetts, particularly; routed them around I don't know where, and finally sent them home through the Royal Gorge. He made many reservations; gave them an itinerary of connections; told them just exactly what they had to do and how to do it; so that there was not an incident on an inch of way on the trip he mapped, and which they took, that was any different than he had described it would be—altogether the thing was 100 per cent.

They feel as though they had received more attention from Mr. Finnigan than they paid for because they only enjoyed the ride on the Milwaukee from Chicago to Omaha—and on the map that is not far, but most of all, I must tell somebody in the Milwaukee organization what a fine, courteous gentleman Mr. Finnigan is; how thoroughly he knows his business and how solicitous he is for the comfort of others and what a success he must be with the Milwaukee Railroad. I am quite sure that however many trips on the railroads Mrs. Covell may make during the balance of her life, the Milwaukee will be a part of the route if possible.

In closing, I might moralize and say that sometimes men stay in their positions because they are unworthy of occupying a better one, while on the other hand, others are not changed because they are too valuable in their present one. From what Mrs. Covell has said, I hope the latter will not be the case with Mr. Finnigan, who by the way is red-headed, I understand, which probably accounts for his good nature and sense.

Yours very truly,
(Signed) C. M. COVELL.

Made Their Trip One of Comfort and Pleasure

IT is always the little things that count, and the greater the number of the little things the greater the count. It is, therefore gratifying to read such letters as the one quoted here from Mr. J. S. Morris, vice-president of the State Bank of Waupun, Wisconsin. Mr. Morris went to Florida last winter, following a serious illness, leaving as soon after his convalescence as he was able to travel. Agent C. H. Beinert of Waupun made every possible effort to have Mr. Morris' trip a comfortable and easy one. Representatives of the Passenger Department in Chicago met the train from Waupun with a wheel chair and rendered every service incident to the transfer of depots and placing them on the train for Miami. Upon his return Mr. Morris wrote this letter to Mr. Beinert, which we take pleasure in printing here:

Waupun, Wisconsin.

Mr. C. H. Beinert, Waupun.

Dear Sir:

Having just returned from a three months' trip to Miami, Florida, going there after a serious illness of eight weeks in the hospital, want you to know how deeply grateful I am to you for the interest and effort you put forth to give Mrs. Morris and myself such excellent transportation service.

Every detail was carefully planned and carried out to make our trip one of comfort and pleasure. Officials and employes stood ready and anxious to give us every attention possible. Please accept the appreciation and good will of

MR. AND MRS. J. S. MORRIS.

He Was Pleased with Our Passenger Service

Following is a letter from a prominent Green Bay attorney concerning smooth operation of our Green Bay trains. Here is the letter:

Green Bay, Wis.

Mr. J. H. Valentine, Superintendent.

Dear Mr. Valentine:

I went to Milwaukee over your road on the train leaving Green Bay at 1:15 Monday morning, March 24, and returned on the train leaving Milwaukee at 7:00 o'clock Monday evening. I was very much impressed by the smooth movement of the trains. I took the Milwaukee sleeper out of Green Bay and was undressing when the train

pulled out of the station. The train had been moving for some little time before I realized it was moving.

The smooth movement was so noticeable that I called the attention of the conductor to it on the way Monday evening, and he said that the engineer who was pulling the train was George Constance. I believe in passing out bouquets as well as brickbats, hence this letter.

Yours very truly,
(Signed) W. T. BIE.

Given Real "Live Tips"

MR. F. E. BERG, freight checker, working for our line at the Pacific Steamship Dock, Seattle, has been of material service in giving passenger tips, "real live ones," during the past two or three years, and his service is gratefully acknowledged by the passenger soliciting forces at Seattle. He works under the jurisdiction of Local Freight Agent W. H. Campbell, Seattle, and in the ordinary course of events he would not be concerned in the movement of passenger business, but he is interested in the welfare of "the hand that feeds him," and his ear is always tuned in for the company's benefit.

Those of Us Who Do

G. P. F.

YARDMASTER E. B. STANLEY, Minneapolis, solicited and secured a number of round trip tickets to Butte, Montana.

Engineer F. T. Warner on the H. & D. Division, influenced routing via our line—long haul on a car of gasoline.

Veteran Carman Henry Widman at Dubuque, was responsible for two cash fares from Portland, Oregon, to Dubuque, Iowa.

Boiler Helper George Gegare at Green Bay was able to turn to the Milwaukee a passenger going to Burlington, Wisconsin.

Conductor Charles Martin of the River Division, is commended by the Passenger Department for information that resulted in the sale of two tickets, Minneapolis to Seattle.

O. C. Bishop, O. S. & D. clerk, Green Bay, Wis., was instrumental in securing one full fare ticket for a trip to San Francisco and Seattle. Going, she will use our line from Green Bay to Kansas City, and returning, our line from Seattle to Green Bay.

E. E. Godwin, a passenger brakeman working between Omaha and Marion, Iowa, secured a passenger from Council Bluffs to Detroit, over our line and the Wabash Ry.

Vernon D. Phillips, drawbridge operator, Everett, Washington, furnished information resulting in the sale of one full fare and one half fare ticket from Everett to Moncton, N. B., and return.

Conductor George Oeltjendier, on the River Division, produced information that resulted in our securing some very nice freight business.

Yard Brakeman H. C. Williams at St. Paul, recently secured a party of five going to Louisville and return.

Transfer Clerk Francis Brennan at Savanna is credited with securing five thousand pounds of freight from Chicago to Savanna.

Yard Clerk Frank Wallace at Milwaukee continues his activities and turned in another carload from Minneapolis to Milwaukee.

Fireman D. D. Baumgartner on the River Division is commended by the Passenger Department for information that resulted in the sale of a ticket to Chicago.

At Aberdeen, Mr. Dan Jones of the Car Department influenced to our routing a car-

load of household goods and two passengers to points in Indiana.

Donald Harrington, chief clerk, Everett, Washington, secured two round trip summer tourist tickets to St. Paul and return our line both ways; also one full fare Everett to Chicago and return.

Wisconsin Valley Division Conductor William Barnard secured the promise of fruit shipments from one of the large shippers on that division for the entire season.

F. O. Anderson, freight house No. 7, Milwaukee, has influenced a nice volume of business to move our line from Milwaukee. Some of the recent business so secured has been four carload shipments moving to Sioux City, Omaha, and Chicago.

Through the efforts of Miss Grace Aldrich, daughter of Engineer William Aldrich, Waukesha, we got a San Francisco passenger to move via our line, Milwaukee to Kansas City and return, Seattle to Milwaukee. "Do it again, Grace," writes Operator J. A. Delain, Appleton, Wisconsin.

Passenger Conductor Albert Johnson, East H. & D. Division, was instrumental in securing some California and return via Seattle business; and he also furnished information to the Passenger Department enabling them to secure some Yellowstone Park travel for the coming season.

Riding a Hobby

(Continued from page 5)

dustry in Montana could be made one of our major crops and some of the men who are now going into the raising of these birds on a larger scale are bound to make it a success, for here the climatic conditions are ideal and with proper attention during the first month or six weeks after hatching they are off to a good start and grow rapidly during our summer months. When the feeding begins in the fall they again make rapid strides, and owing to the great amount of protein in our feed these Montana birds are decidedly better for the table than those fed on the heavier and starchy foods fed elsewhere. There is no reason why, with such favorable climatic conditions as we have here, our high quality feeds and with the healthiest place in the world for them to grow and mature quickly that we cannot make Montana one of the foremost states in the turkey raising industry."

Pioneering as he has in the turkey industry in this portion of Montana, the results of his efforts have been reflected throughout the greater portion of this state and more particularly in the territory adjacent to Roy, for in the early days where turkey shipments were measured by pounds, they are now represented by tons, in the fall shipments, through our office. Ten carloads of dressed turkeys yearly are shipped from the country adjacent to Lewistown, Montana, to eastern and western markets via the Milwaukee Road.

FIFTY-FIFTY

Salesman: "This machine will cut your work in half."

Customer: "Then give me two of them!"

Writer: "Here's the manuscript I offered you last year."

Editor: "Say, what's the idea of bringing that thing back when I rejected it once?"

Writer: "You've had a year's experience since then."—Layfayette Lyre.

ON THE STEEL TRAIL

Hot Shots from the West T M Branding Iron

Helen Kirwan
"Go Ahead—Shoot"

"A bundle of thrills!" orders the producer and they did that very thing when R-K-O filmed "The Record Run" in Miles City, where the major part of the picture was made.

You read Nora B. Decco's article in last month's issue about "How They Did It," and now I shall tell you "What They Did" from the time R-K-O special arrived in Miles City at 12:10 A. M., May 4, and returned to the Rocky Mountain Division at 11:12 P. M., May 7; arriving here again at 11:50 A. M., May 18, and remaining until 8:15 P. M., June 1.

Everyone is interested in the story first of all, and while it may not be just like this, still you will get some idea of what it is all about and that will suffice until you see the real picture.

A young girl (Jean Arthur) lives with her father (Frank Sheridan), close by the railroad tracks. Her father, a former employe, became injured and is being looked after by Superintendent Dan Horn (Louis Wolheim), who lives with them. When the story opens the girl is apparently in love with Dan who has been so kind to them. The father favors the friendship. An earthquake (16-mile Canyon), causes rockslide and wreck on the road. Two hoboes (Armstrong and Herbert) in wreck unhurt; engineer killed. Armstrong, former engineer, discharged, volunteers to run train through and pick up wreck. On arrival at terminal he meets The Girl (Jean Arthur) and they fall in love. Dan is unaware of it. Armstrong, knowing Dan's worth and his love for the girl, tries to give her up, but Dan unwittingly throws them together and the night of the dance he insists that Armstrong accompany her. At the dance they decide to elope. Father discovers their departure, begs Dan to prevent it—Dan follows. Armstrong and Miss Arthur as the boy and girl, meet with car trouble in violent storm and in walking across the tracks in the rain and darkness, Armstrong gets foot fast in frog, is saved by timely appearance of Dan who threatens to kill him for eloping with the girl, and then nearly loses his own life in being struck by train. General Manager (Al Roscoe) and Assistant General Manager (our D. F. & P. A. Mr. Foley) are on train and the girl appeals to them to allow Armstrong to make the run to Chicago, taking Dan to hospital in hope of saving his life. General Manager has Armstrong reinstated at Dan's request. General Manager thinks the run cannot be made in time, and the Assistant General Manager thinks it should be tried; Armstrong says it must be done and he will do it. General Manager O. K.'s it and the record run is made, breaking all speed records in the history of railroading. Dan's life is saved. He later returns to the division to recuperate and the young people's romance ends happily. How? Wait and see.

If you can imagine the thrill of a wrecked train, an earthquake, rock slides, washouts, wind and rain storms, fire, tug of war between two locomotives; a race with death and an elopement all wrapped up in one, you will have some

idea of the pleasure awaiting you when you go to see "The Record Run" at your home town theater.

During the first week R-K-O was in Miles City the time was spent in the roundhouse and yards, where Louis Wolheim as Dan Horn, superintendent, and James Farley, roundhouse foreman, direct the moving of equipment and men, calling out wrecking crews, etc., and the way engines and men, cameras and lights were moving around there, it was a sight to see. These scenes were taken again and again, the entire assembly working tirelessly toward their perfection. Mr. Fred Walker, make-up man, also took part in these scenes as a mechanic. The sound of anvils ringing, the clanging of bells on the engines, engines whistling, rasping of files and the shouting of men were recorded simultaneously with the conversation of the principals close to the microphone. This is an entirely new departure in sound recording. In another scene an engine is run full tilt into a stall in the roundhouse while directors, cameras, script girls and producers were right down in the pit, almost under its wheels when the brakes were applied. Armstrong was under the engine working with a huge wrench, besmeared with real grease and dirt. Jean Arthur as the girl in the story comes to talk to Armstrong in this scene.

Many rain scenes were shot and hundreds of feet of fire hose were stretched like huge snakes along the right-of-way and dozens of firemen ran hither and thither directing the play of water over the scene of the drama. These scenes were mostly taken at night and as many as 2,000 spectators were on the grounds, roofs of buildings and telephone poles overlooking the scene of action. Many of them remained on the grounds all night, or as long as the actors worked. One night while filming a rain scene in which Jean was recording a scream of terror in a close-up, the director suddenly shouted for the crowd to be quiet while they recorded the sound of the patter of the rain. The crowd became quiet in an instant and nothing was heard for several minutes except the downpour of rain upon the tracks. Actors, directors, firemen and cameramen were dressed for the rain in slickers, rain hats and boots. Miss Arthur wore a tan rain coat and black felt, close-fitting hat, a blue rubber dress and also rubber hose (stockings) which had every appearance of real silk.

The washout scene is especially interesting. We watched it across a small ravine. Riprap work of sand bags, fallen trees, rocks and debris were placed in a cut and a torrent of water played across the tracks at this point from an unseen length of hose; men in slickers and rain hats working with axes, picks and shovels in the downpour of rain trying to repair the damaged track seemed so realistic that we could scarcely believe that it was only a picture in the making. Huge Kleig lights played upon the scene from all sides, illuminating the workers, while the cameras were wheeled back and forth from points on the sidelines by means of small trucks upon which they are mounted. The lights and sound recording apparatuses are also mounted on these trucks so as to be readily moved.

Two small frame structures were built atop the roundhouse and the storehouse for small

offices overlooking the tracks and all concerned had to climb a 100-foot ladder to get "on location." Those who imagine the life of an actor one of ease with no work except cashing enormous pay checks would realize after following them around on the lot a week that it not only is very strenuous work, but hazardous as well.

Sixteen cameramen were engaged in filming this picture. Eight is the usual number used, but with the new type of sound film and the standard film being made at the same time, double the number was required.

A number of local people were used in the scenes, Barry Glen in a tower house scene; Arnold Running as a clerk; J. J. Foley as assistant general manager, and C. A. Nummerdor as a dispatcher. A number of different engineers and firemen were used, among them E. J. and A. J. Frawley, Schmickrath, Harry Schultz, and C. J. Rudquist, brakeman. Harry Schultz was called on a lucky turn to work and was later taken to Chicago to finish the picture. C. J. Rudquist accompanied the party also.

A mob scene was filmed the night of the tug-of-war between two locomotives, and while the crowd was cheering lustily as the engines with greased wheels and rails, panted and puffed and pushed, the cameras were turned on them.

Superintendent H. M. Gillick, Trainmaster Corbett, Master Mechanic Riccius and Storekeeper Anderson gave the R. K. O. every possible assistance, as did Chief Dispatcher C. A. Nummerdor, and no effort was spared to show them every courtesy; and judging from the general spirit of good will which prevailed during their entire stay here, we know the R. K. O. people appreciated it to the utmost. On leaving, many expressions of good fellowship were heard.

They were a bunch of jolly good fellows, all told, and when challenged to a game of baseball for a charity benefit for the local Y. M. C. A., they responded unanimously, and a game was scheduled with the Miles City Milwaukee team. The game ended disastrously for the visitors with a score of Milwaukee 12, R. K. O. 5. See the picture of the line-up.

Agent W. N. (Wild Bill) Ross threw a big party for the R. K. O. folks with the aid of several local men. They called it a "Big Boss" feed from the "Chuck Wagon." Appropriate menus and invitations were printed in western lingo and the invitation read something like this:

"GIT DOWN AND COME IN!"

Miles City—The Original Capital of Cowland Cowboy Entertainment in honor of Miss Jean Arthur, Louis Wolheim, Robert Armstrong and other Radio Pictures' stellar lights, who made the old cowtown the temporary movie capital of Montana. Hell-raising, rip-snorting, bronco-busting riders of the ranges admit—John Doe—to the "rarin' to go denizens" chuck-luck grub feed. Wampum for the chuck \$10.00. Wear your shootin' irons and regalia. "Come and Get It or We'll Throw It Out."

The programs contained the cowboy's two graces:

"Eat the meat and leave the skin;
Turn your plate and let's begin."

Yes, we'll come to the table

As long as we are able,
And eat every d—— thing
That looks sorter stable.

The visitors were saluted as Unbranded Mavericks. Miss Jean Arthur, the only woman present, was toasted with a mixture of Tongue and Yellowstone waters as she sat astride of Hell-Roarin' Jones' favorite horse, which he had ridden into the banquet hall. The party was a huge success.

Then Mrs. Gillick, wife of our superintendent, gave us something more to tell about when she conceived the idea of a personal appearance benefit for the Milwaukee Women's Club, and Miss Jean Arthur, Louis Wolheim, Robert

Armstrong, Frank Sheridan, Hugh Herbert, James Farley, George B. Seitz, with Al Roscoe as master of ceremonies, appeared at the Liberty Theater here, while Miss Arthur's picture, "Half Way to Heaven," was showing, in which she featured with Buddy Rogers. The audience heartily applauded their clever skits. The club realized a nice sum for the charity committee.

We shall miss the excitement and the novelty of being the "Temporary Movie Capitol of Montana." Besides furnishing a pleasant diversion for several weeks, the R. K. O. gave us a new insight into the magnitude and importance of the motion picture industry in our everyday lives.



R-K-O vs. Milwaukee Club

Attendance, nearly 1,200 people.

Score—Milwaukee, 12; R-K-O, 5.

Batteries—Milwaukee, Babcock and Tarbor.

R-K-O—Jimmie Anderson and Malloy.

Robert Armstrong, playing first base, letterman of U. of Washington. Nice player. F. Healey playing short-stop, brilliant ball player. Has signed with Seattle Coast League for next season.

All good ball players and mighty nice fellows to play against. J. Arthur arrived too late to throw the first ball and Wolheim was present but was not in the line-up. M. Connolly managed the team.

More Hot Shots

Helen Kirwan

MARTIN and Mrs. Walsh are here from Moberidge and will make their home in Milestown, as Martin is the new roundhouse foreman here. Friends of Mr. Walsh are welcoming him back. He formerly worked on the Marshall Division in the days of his single blessedness before promotions and matrimony overtook him.

Mr. Joe Wolfe, brakeman, was called east on account of the death of one of his aunts in Wisconsin.

Jack Price has been mourning around here for a few days singing "Cooking Breakfast for My Own Sweet Self," while Mrs. Jack is away for a few days.

Barney Hubbard is "gracing" the timekeeping position formerly held by Mrs. Wolfe; the latter is still in the department at Harold Fuller's desk, while Harold is "lord of all he surveys" out in the dispatcher's office, and how that boy surveys it over his specs.

M. M. Ball of the Car Department, Mrs. Ball and son Corbin spent a few days in Misoula recently visiting Mrs. Ball's parents who reside there.

John Shields spent a few days with his father here after school closed in New England and then returned to South Dakota for a vacation trip.

Jim Brady is one of the few honest living fishermen—he admits candidly that he enjoyed his fishing trip but that he didn't get a fish. Can you tie that?

Superintendent Gillick, Tom Corbett, trainmaster, and C. A. Nummerdor, chief dispatcher,

can relax now and yawn a couple of times at least, for I don't believe they had more than a couple of winks all the time R. K. O. was on the division.

A Miles City flapper was seen in the arms of Bob Armstrong, right out in front of the office, all on a bright and sunny Sunday afternoon, and he hugged her as if he meant it, too. She was the cutest little thing you ever saw and we didn't blame him—her father was standing right there watching him; though. The lucky little girl (aye, aye, sir) was none other than the tiny daughter of Harold Oliver.

The little tot was dressed in a pair of blue overalls with a Milwaukee emblem and a little pink sunbonnet atop her small head, and no wonder the movie folk made such a fuss over her when she appeared on the office lawn with her mother and daddy.

Hobart Aggers, formerly of Miles City, was recently appointed roundhouse foreman at Harlowton, Mr. Neary being transferred.

A. L. Lackey and wife spent two weeks driving through Colorado and New Mexico.

C. W. Stucky and Mrs. Stucky have left Milestown for a residence in California. Mr. Stucky was former roundhouse foreman here. Their many friends here regret to see them leave Milestown, but can't blame anyone for wanting to settle down in sunny California.

E. C. Olson and wife plan to leave on a vacation trip sometime soon.

Miss Sarah Kearney, daughter of Phil Kearney, dispatcher, recently graduated from Mount St. Angela Academy in Great Falls and returned home accompanied by her mother and grandmother who were present at the gradua-

tion exercises. Now Miss Sarah has returned to the Falls City to be bridesmaid for one of her classmates.

Clara Spear spent a week-end in Ismay taking in the big rodeo. This is one of several trips Clara has made to that town looking after her interests there, no doubt. Clara, are you keeping something from us?

Phil Kearney, P. J. Burns and a number of other railroaders are holding their respective breaths between wires from way down in Kansas, where the gas wells are sprouting up like mushrooms over night. Some morning I suppose we will come to work and find a Ford apiece lined up out in front for members of the office force labeled: "In Memoriam!" Or, "For Auld Lang Syne." Certainly hope they strike it rich, not because of this suggestion of friendship well rewarded having possibilities, ahem, but it would be sort of a revival of faith in bonanzas which is sadly lacking.

Nora, I feel important after all; being "scooped" fades into insignificance beside the feeling of exhilaration I experienced after seeing my name in a column of that important write-up of yours on the R. K. O. dope. Thanks, heaps, for the honorable mention. After that mean little dig to you in my column, turning to yours made me feel like the small man when the large one slapped him, and he walked away nonchalantly saying: "I hope that will be a lesson to you." I'm squelched, for a minute at least.

Illinois Division

M. J. S.

Freight Office, Brain Department

OUR reporters have been shirking their duty for some time, but have at last submitted some notes for the July issue. Here 'tis!

Yes, Grampie "up and did it." Geo. Schmidel, our chief, and Miss Mabel Moore were united in marriage at Freeport on June 10. Can't tell you any of the particulars at this writing as they are off on a honeymoon for a week. Congratulations are extended.

And another surprise! George appointed Art to superintend the buying of the treats after he had left on the honeymoon. Thanks, Grampie, for the bounteous "feed." It was surely enjoyed by all.

Transit Clerk Virgil Tyler has taken a short leave of absence, due to a nervous strain. Here's hoping for a speedy recovery. Mr. Michael J. Crowley (if you please) is handling his work at the present time.

Now that Schmidel is married, it is just a little bit puzzling to guess "Who'll be the next?" Can never tell.

Bill has christened the new addition to the Universal Department "Elizabeth." Now don't get excited, for it is only a Ford—one of Henry's fine 1842 models.

Next number on the program will be a song entitled, "Stay in Your Own Ten Feet," sung by Tick.

A. J. R. has just returned from a family reunion at Tomah, Wis. He reports a wonderful time.

Huffy spent one week of his vacation selling flowers in Galena. Have any luck, Huffy?

What's the attraction at Elizabeth and Hanover? Maybe Mil and Herbie can tell us. How about it, kids?

Bumping is the new game. Lloyd Heisler of the B. & B. Department took Irvin Winkey's position, Irvin took Mike Crowley's, and who's who and why?

Not mentioning any names, but did you ever hear of the "four——? Oh boy! Oh boy! Oh boy!

Oh, Nell, how close you came! She's not another word.

Can anybody tell us why Ticky spends each Sunday in Chicago?

Rusty is enjoying a Studebaker "8." Some class to him.

Mickey says there is nothing that irks him so much as to have somebody bother him when he is partaking of some food.

Tri-City Terminals News

The sympathy of the entire force at Nahant is extended to Fireman Wm. B. Wayson, account of the death of his wife, which occurred on May 23.

Engineer John Kohl paid us a visit on May 25th. Come again, John.

The Illinois Division Safety First meeting was held at Davenport Freight House, Monday, June 9. There were about 90 employees present and the meeting was just being brought to attention by our superintendent, Mr. Thurber, when Mr. Flanigan ushered in Mr. Gillick, Mr. Shea and Mr. H. F. Gibson. It was a delightful surprise to most of the men present. Mr. Gillick gave a short talk on Safety First of the old days, explaining how much safer and saner the methods are today compared with the Safety First methods of former days, and he was glad of it. Although Mr. Gillick's ideas on Safety First have changed, he still possesses the same old-time fire, which stayed with the gang during the remainder of the evening. Mr. Thurber, chairman of the meeting, Mr. Smith, district safety inspector, R. J. O'Conner, roadmaster, and last but not least, Mr. C. C. Smola, each gave excellent talks.

Robert Holmes spent several days visiting relatives and friends at Knoxville, Iowa, the latter part of May.

Pink Dillig, warehouse foreman, and G. H. Hull, agent at Davenport, went to Galewood and La Crosse last week to observe the working of the new four-wheel trucks.

Fireman John J. McGinn is sporting a new Pontiac coach.

Our old friend, Bill Dohohoo, former blacksmith at Nahant, motored from his home in Cedar Rapids recently and paid us a visit. Come again, Bill.

Engineer Chas. Mattas and family spent Memorial Day visiting relatives at Byron, Ill. According to Charlie, that is the place to go for a good chicken dinner and strawberry shortcake. They even chased the bees away from the hives to get some of the "Honey."

Engineer Harry White motored to Chillicothe, Mo. on Memorial Day to visit relatives and friends, and also reports a good time.

Elgin Gossip

Kiley is pulling the Limited;
Mike Tennant likes to go slow;
Higgins is running the pusher;
Old Sam Hull is getting the dough.
Hunt is out for the money;
Bailey is over the sea;
Bunk Fossler is there, we all are aware,
But Russel makes them all climb a tree.
Elgin is famous for wonders,
For things are done day and night,
But the best of them all is to hear Brady bawl
About anything ain't done just right.

Twin City Terminals

Mac

VACATIONS have started at the local freight office: Fred Johnson, Cashier's Department, and Mrs. Johnson, took a trip to Toronto with the Shriners, and attended the convention held there the week of June 9.

Florence McCauley, cashier's office, took a trip on her vacation to Missoula, Montana, to visit friends.

Curtis Burns spent his vacation motoring in the northern part of the state.

Eddie Roers, car record clerk, spent his vacation at their cottage at Lake Minnetonka.

Curtis Burns, what can you say about the little girl's black eye? Tell us about it. We are wondering what happened.

Chas. Beckstrom, local freight foreman, is back to work fully recovered from his accident and wishes to thank the Milwaukee Women's Club and friends for their kind thoughtfulness during his illness.

"Bobby Jones" Wareham has been busily engaged forming a golf team. Material so far has been very scarce. One of the candidates played Mr. Wareham at Highland Park and when the smoke and turf had cleared away "Bobby Jones" Wareham was quite a few strokes behind. He said the weather was bad that day. Well, here's hoping he has good weather when the team plays.

Catherine Theile, clerk, general superintendent's office, is expecting to win first prize in the Ripley word hunt.

Jimmie Hayes has blossomed out with a new suit and sure looks sheiky to the girls. Lyle King will have to look out for his laurels.

John Mortenson, in Superintendent Bannon's office, is sporting a new Oakland car.

Ethel McNeil, clerk in Baggage Department, took a trip to Los Angeles last month and visited her sister. She reported a very enjoyable trip.

Baggage Foreman Alvin Gilmore is the proud papa of twins, boy and girl. We understand he is figuring on naming them Julius and Julia.

We have three prominent personages from the Milwaukee depot occupying desk room at the local freight, William Garvey, Harry Brock, traveling claim adjuster and Jack Woodward, demurrage inspector.

Mr. A. J. Keiler, special coal agent, is riding around in a new Chevrolet coupe. We hear he traded even with a 1929 coupe.

Keddings: "I hear you rode on the cow-catcher of a locomotive once; were you scared?"

Kiddings: "I'll say I was. I didn't know what minute I might be hit by an automobile."

Tauna Pajari, instrument man on the terminal, transferred to Mason City, Iowa, as assistant engineer on the I. & D. Division to replace Spray Kvenberg. Mr. Kvenberg is transferred to Tornes' office at Chicago, the Bridge and Builders' Department.

Art Gerber said he'd sell his car for the highest offer. One guy called up and offered him a lot of sympathy. Can you imagine anyone trying to sell an ash truck like that?

Toney Schwab has found a straw hat that will fit him. It's shaped like a watermelon. It has to be, to fit that dome.

The local kittenball team is in an early season slump, which threatens to stay on all season. In three games played so far, no victories have been won. The team has only one loyal fan, that's Georgia Perry. She comes to every game. "Ugh" Uggla attended one of the games but couldn't figure out what it was all about, so left during a Milwaukee rally when one run was scored.

Sad sights to behold at a kittenball game: Manager Alexander running around trying to get the gang settled down. Foshay Gerber trying to pick one off his shoe (size 11) tops. Switchman Ahern trying to catch a liner down

the third base line. "Ah Wah" Nec trying to make a one handed stop. "Kid" Comstock trying to get his fast one over the plate. Scorekeeper Ritter trying to account for all the errors and "umpchay" plays. "Umpchay" Holmgren galloping after a home run.

Traveling Accountant Farley attended one of the games and said he never saw anything like it.

Art Gerber says there is nothing like a Model "T" Ford. You said a mouthful, Art.

Iowa (Middle and West) Division

Ruby Eckman

ON Sunday, June 8, there were two weddings of interest in the railroad family. One occurred at Perry, when Lawrence Hindert of Minneapolis, was married to Miss Olivia Hausserman. The young people had a beautiful church wedding. George Hanner of Milwaukee, Wisconsin, was the best man and Miss Helen Graney of Perry, was the bride's attendant. Lawrence, who is now a special apprentice in the Minneapolis shops, started his railroad career as a caller. He worked at that and later as a switchman, while taking his four-year electrical engineering course at Iowa State College at Ames. Soon after his graduation he went into the Mechanical Department at Milwaukee and is now a special apprentice and has charge of the big job of electrical work being done in the shops at Minneapolis.

The other wedding was that of Miss Margaret Conners, daughter of Engineer Mike Conners. She was married to Leonard Rossman and the wedding took place in the Memorial Union building on the campus of Iowa State College at Ames, with the college chaplain performing the service. Mr. Rossman is in the faculty of the schools at Perry, having been reelected for another year.

F. F. Spaulding, a retired train dispatcher from the O. W. R. & N. at Portland, Oregon, stopped off in Perry in June for a short visit. Some of the old-timers, who have more than half a century of service to their credit will remember Mr. Spaulding, as he started work as an operator for the Milwaukee about sixty years ago in McGregor. He was en route to his old home for a visit.

The R-K-O special train, which spent some time on the Lines West in May, finished its work on the Milwaukee, June 6, when they moved west over the Iowa Division and spent some time taking pictures around Council Bluffs. Of course we shall all have to see "The Record Run" when it comes to Perry.

Conductor Carl Vodenick was in the Kings Daughter's Hospital at Perry, in May, for an operation for appendicitis.

Conductor William Simpson and wife received word in May of the birth of a granddaughter, Betty Ruth, born to their son, Ralph and wife at Denver. The little miss being the first grandchild was, of course, very welcome.

Train Dispatcher Ralph Wright was called to Lineville, Iowa, the middle of May on account of the death of an uncle.

Mrs. Chance Galvin and Mrs. Ralph Tomer accompanied by their mother, Mrs. Berry of Madrid, all of the Milwaukee family, went to Portland, Oregon, in May, for a trip.

William Holloway, who worked for eight years as a boilermaker for the Milwaukee at Perry, and who resigned several months ago on account of the condition of his health, died at Portland, Oregon, May 14. Burial was made at Portland.

Funeral service and burial of Engineer Wallace Shipton, a civil war veteran and veteran of the Milwaukee service, took place in Perry the latter part of May. Engineer Shipton's death occurred at the Washington Boulevard

Hospital in Chicago, following injuries he sustained at Oxford Junction. At the time of his death, Engineer Shipton was the youngest civil war veteran, having enlisted at the age of 11 years. His railroad career with the Milwaukee started in 1882, he having been an engineer since 1890.

A davenport table made by Gilbert Nead, son of Machinist Harry Nead of the Perry roundhouse force, won second prize in the Industrial Arts display at Iowa State College recently. Gilbert made the table in manual training work in the Perry school.

For the second time since he has been a student at Iowa State College at Ames, William Neal, step-son of Conductor H. A. Boisen, has been privileged to attend the Honor's Day convocation and banquet. The affair is to honor the students in the college having the three highest grades. William is a student in chemistry.

Conductor Fred Tomer's wife and son, Donald, left in the latter part of June for a six weeks' trip through the west. They went to Los Angeles by the southern route and returned home the northern route.

Engineer William Leaf's wife and daughter, Maxine, of Marmarth, N. D., were in Perry in June, to attend the wedding of Mrs. Leaf's cousin, Lawrence Hindert.

Glenn Roddan, of the Perry Store Department, had a nice trip for his summer vacation. He and Mrs. Roddan went to California to see the sights.

The news of the death of Charles Le Roy, Iowa Division superintendent's chief clerk, was heard with regret by his many friends at Perry and on the West and Middle Divisions.

F. F. Foster, who bid in the Maxwell agency several weeks ago, was checked in June 10, and J. V. Mullen, who has held the position for a number of years, went to Fayette to take charge of his new job.

Machinist Thomas Connell took a six weeks' lay off in June and July and he and Mrs. Connell took a trip in their car, which included a visit with Tom's folks in Florida and on to Key West.

Engineer Lon Morgan was in the Washington Boulevard Hospital the fore part of June for an operation on his eyes.

Chief Dispatcher J. J. Kindig was off duty the latter part of May on account of the death of his mother, which occurred at Melbourne, Iowa, at the family home. Burial was made Memorial Day.

June 6th the Iowa Division handled the Radio-Keith-Orpheum special train on the final lap of their tour, and some of the Iowa Division employes figured in the movies which were taken at Council Bluffs for scenes to be used in the picture "The Record Run."

Richard Fuller, son of Conductor W. J. Fuller of Perry, who makes his home with his grandparents and attends school in Council Bluffs, was one of the highest ranking students among the 309 who took the Stanford Achievement test. Richard ranked sixteen points above the average of other students and the superintendent of the Council Bluffs schools wrote a very commendatory letter to his grandparents about his work.

Charles Kinner, agent at Ferguson, who was at the hospital in Perry five weeks for treatment, was able to be taken to his home in Ferguson on June 7. He has been gaining steadily since the operation was performed on his arm.

M. P. Christensen, one of the veteran employes at the Council Bluffs roundhouse, met with a very serious accident May 20. In going from the roundhouse to his home after work he stumbled and fell in front of the engine which had backed number three's equip-

ment in on the coach track and had started forward to go to the roundhouse. One leg was completely severed at the time, and the other injured so that amputation was made a few days later.

Engineer Fred Wagner was in Cleveland, Ohio, in June, as the delegate from Division 203 at Perry, to the B. of L. E. convention. Mrs. W. T. Murphy represented the Perry auxiliary at their convention.

Engineer Charles Hunt spent Memorial Day with relatives in Erie, Pennsylvania.

B. C. Snyder returned to work as agent at Dawson the forepart of June after a several weeks' lay off on account of sickness. E. J. King was the relief agent during his absence.

Engineer Henry Nichols returned to work after several weeks' illness.

Mrs. Thomas Rellihan, wife of one of the Perry engineers, and an active member of the Milwaukee Women's Club, wrote a two-act comedy skit entitled "The Power of Suggestion," which was enacted at a meeting of the club in June. Characters were named for some of the Milwaukee family and were represented by Mrs. Harold Hass, Mrs. E. E. Banyard, Mrs. William Thompson and Miss Margaretta Heinzleman. The play was cleverly written and presented. Mrs. Rellihan has done other literary work and has had poems accepted and paid for by the Poet's Magazine.

Conductor Earl Keenan took a lay off over Memorial Day and with his family and his wife's folks, drove to Austin, Rochester and Minneapolis to visit relatives.

A. M. Peterson, yardmaster at Manilla, took his vacation in June and with his wife and son, made a trip to Toronto. John Curler had charge of the yard work at Manilla during his absence.

Train Dispatcher Ralph Wright, of the Perry office force, has been doing his own cooking and housekeeping for a while, as his wife and daughters went to Fontana, California, as soon as school closed, on account of the sickness of Mrs. Wright's sister, Mrs. George Overton. Ralph's son, Paul, went to Colorado to work on a farm during the summer vacation.

James Ross and wife came down from Minneapolis the fore part of June to visit old time friends. Jim used to be the blacksmith at Perry shops and now holds a similar position in Minneapolis. He is always sure of a real welcome among his Perry friends.

Three of the railroad families had children completing their college work in June. Conductor Utterback's son, La Verne, finished the course at Still College of Osteopathy; Engineer Sanford Lones' daughter, Lillian, completed four years of Liberal Arts at Iowa State University, and Engineer Thomas Wilcox had a son, Harley, who finished a four-year course in Architectural Engineering at Iowa State College at Ames. Leo Hasse, whose father was yard foreman at the time of his death, was also a graduate from Iowa State University.

Drafts from the Drafting Room C. R. O.

ERNIE NORTH has acquired a Dodge sedan to drive to work from North Milwaukee. Quite a neat looking brougham, Ernest.

"Nellie" Nelson joined the fast growing list of those who are donating to the law for auto misdemeanors. Einar made a "U" turn and paid his toll.

Royce still has a hard time keeping the girls clear of him. What an Artist! What a PIANIST! WHAT A MAN! I guess that settles it.

"Moco" Welnitz has just been initiated into a West Allis Lodge. He was maltreated and tricked by his fellow members but came out

of it smiling and none the worse for his experience. He also performed his "Black Magic" tricks for Al Link and his party at the Eagle's Ball Room recently. All those who attended were pleased and think he's another Thurston in the making. More power to you, Moco.

Special Apprentice Green is with us for a few months and we all hope he enjoys his stay. His chief evening diversion seems to be tennis. He is seen on the courts most every evening. He evidently believes that "Tennis is the only game of love that is played on the square."

Horton has invented a whistle which he claims will take the place of horns on automobiles. The only disadvantage is that you must use your own power to operate it. For Horton's sake we hope there is no infringement on that patent. He suggests using it on Chevies first.

Now that the dancing season is over, little Ruthie has gone in strong for outdoor sports, tennis, golfing (in the early hours of the morning) and swimming. We hope she acquires a good tan.

Robert Borucki has been appointed head of the car squad in the drafting room, succeeding Ty Cannon, who left us to accept Dick Campbell's position across the hall. Bob has made great progress since he came here and we wish him the best of luck.

Harry Vanderhout is now doing his stuff for Al Hoppe on his new dynamometer car. We hope Harry has not left us for good and will be back soon.

Some method will have to be appropriated to distinguish our three Ruths. Someone suggested lettering them, someone else numbering them, etc. Everybody please cast your ballot. Majority rules.

Sky Gushi was back for a few days, but was sent out on the road again. Same old Sky. The usual FISH stories were resumed. He's Milwaukee's gift to women.

McAllister listened to Leonard so long about Chevrolets that he finally gave in and now possesses a new sedan. He's quite a driving demon and if he doesn't watch out he'll be donating the same as Lentz, Nelson and Schwantes before long.

Monty's baby will soon be talking and walking. He just can't wait for the time to come. He says the baby says DADA but it must be Mama, instead. Babies don't say Dada first.

Ray Petrie is quite a Skat player during the noon hour. He always manages to win a few "shekels." We have quite a gallery watching. Joe Haas plugs and advises "Hooks" Erdmann. Art Schultz doesn't know how to play Skat,



MAN WHO HAS TRIED FOR MONTHS TO GET A KICK OUT OF AMOS N ANDY DECIDES TO END IT ALL

but he gives out a few pointers to Hooks anyway. Hooks is always on the loser's end. Why? Pluggers, I guess, tell the tale. Petrie has Ty Cannon and Al Tellefsen to blame for helping him win weekly. Ty helps get the cards and Al helps Pete play.

Lentz's car can't be beat. See if you can convince him he's wrong.

Magnus Lagried, Ruth Forrest and Ruth Engelhardt went golfing one morning. I wonder if Mag wore goggles and checkered knickers. Mag golfed pretty good. Shot 67. He quit after the third hole. Both Ruths enjoyed the early rising and motoring out to the links in Mag's little brougham. Ruthie's clubs were bigger than she, so Mag carried all the clubs and fun was had by all. What would Olga say if she knew about this, Mag?

Harvey Uecker, our new photographer, sure has changed things around a bit and is taking nicely to his new duties. Looks like a real photographer 'n' everything.

Hold everything. We just heard that Ed O'Brien and Edwin Broderick have signed long term contracts to play in the movies. Everybody watch for "The Record Run" featuring Jean Arthur and Robert Armstrong, taken at Miles City, Montana, and you'll see Edwin chasing a bum up a tree and Ed O'Brien sitting in comfort at his desk. Harry Langdon and Chas. Murray might as well check out now, because after the producers see Eddie's curly hair they won't be needed any longer. Looks like Dale Sheffield will have to organize a new dynamometer car crew.

Herr Sig. O. Berg has just returned from Dubuque where he has been supervising the construction of a narrow gauge flat car.

Tennis, golfing, swimming and trips to the lakes are in full force. Magnus is making his usual trips north. Wonder what kind of Eskimos they have up there, that Mag is so interested in. We expect to see him return with a fur wardrobe some of these days.

L. A. MacAllister has left us to work in the shops to finish his apprenticeship. Hope he runs in now and then.

Did you know that George Hedstrom, our blue printer's assistant, is a fiend for ice cream sundaes and sodas?

The renowned Professor Wellnitz has returned from a Magicians' Convention at Fort Wayne, Indiana. We understand he has learned a lot of new tricks. The boys claim he even made a rat come to him in the blue print room the other day and, well, that was the last of the poor rodent.

Now that the bowling season is over, we have the final standings of the Drafting Room Bowling League. The first ten:

1. H. A. Sjogren	166.13
2. H. Erdmann	165.27
3. M. Lagried	165.9
4. H. Montgomery	164.8
5. A. L. Schultz	161.16
6. H. Uecker	161
7. L. A. MacAllister	154.1
8. L. L. Lentz	153.10
9. G. H. Koester	152.4
10. C. Wellnitz	145.1

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

WELL one thing, Helen, I am sure you know that when you are thinking of me, I am thinking of you, anyway, and I am anxious to see the next issue of the Magazine, because I expect it will contain one large story, all about the movies by Helen K. Anyway, I have a nice



Fuel Conservation Meeting in Milwaukee

THAT fuel conservation and smoke abatement are a very live issue in Milwaukee, is proven by the attendance at the monthly fuel meeting. Some of those present at the meeting of June 9th are shown in the photograph. Representatives of the Operating and Car Department sit

trade last for you, but I am not going to give it away until you get a better one, so get busy.

Operator DeChant, of the Butte relay office, has returned from a trip to Mexico . . . well, no, maybe that was a side trip, he went out to the O. R. T. convention at Los Angeles and just happened to stroll down that way, I guess. Anyway he says he learned a lot of things about operators and their habits in various parts of the United States, as they had all kinds at the convention.

Operator Smith, who has been for some time over on the N. M. as agent, has been assigned as operator for the G. V. at Bozeman, Operator Beal having bid in first trick at Harlowton some time ago. Operator Ranger worked Bozeman for a few weeks.

Engineer Williams has taken a lay-off and he and Mamie have gone out to Seattle for a short visit with friends and relatives. Engineer Bales is working on the Butte helper in Mr. Williams' place.

Chester says he didn't upset the boat that Sam Haffner was riding in, that Sam upset it, and Sam says . . . well, you know how a thing like that is and in time what it leads to, but we hope for the best as the ladies were along and they always tell the truth. Chester says he didn't get wet, but Sam says that didn't help him any; that begins to look as if the Headwaters Fuel and Navigation Co. was on the rocks, if you ask me.

A number of the sons and daughters of railroad folks were graduates here this year, among them, Lois McKenna, daughter of Engineer McKenna; Dorothy, daughter of Agent Rector; Frank Young, son of Brakeman Young; Harold Kohlbase, son of Trainmaster Kohlbase, and Fern Wilcox, daughter of Fireman Wilcox.

Miss Martha Flynn, daughter of Engineer Flynn, also graduated with honors from Montana College. She will teach in Fergus County high school at Lewistown next year, and from all we hear of her, she is a very talented young lady.

Mrs. Thompson, wife of Engineer Thompson, and son, have gone east to Michigan for a short visit with relatives. Mrs. Thompson's daughter will return home with her.

Mr. and Mrs. Oregon have gone to Seattle and other coast points for a visit with friends and relatives for a few weeks.

Conductor Donner, on the east local, has returned from a short trip with his daughter in Los Angeles. He states the roads seem some better there than they are here. He is what I would not call a very good booster for his home town, now.

Mrs. Otto Heimes, and small son and daughter, Eunice, left for Wisconsin the last of

in on these meetings and join in the discussions. About a year ago Mr. Joost, division master mechanic of C. & M. Division and Milwaukee Terminals, who presides over the meetings, arranged for topical discussions on auxiliaries such as feed water heaters, air brakes, etc. This feature is very popular and stimulates attendance.

May, called there by the serious illness of Mrs. Heimes' mother.

Mr. and Mrs. Sam Rodda were called to Butte, May 16, due to the death of a nephew of Mrs. Rodda. The young man, Mr. E. B. Wegner, was repairing a rifle which accidentally exploded, causing death, instantly. He was only 23 years of age and leaves a wife and mother in Butte, and some other relatives in other parts of the state. We offer our sympathy to the family.

Conductor Art Carlson and Mrs. Carlson are the proud parents of a son born May 19. Congratulations.

Engineer Rader and wife have gone to Cleveland, where they will be for several weeks. Mr. Rader is delegate to the convention of engineers there, and Mrs. Rader is delegate to the Ladies' Auxiliary.

Miss Fern Wilcox, only daughter of Fireman and Mrs. Wilcox, was married to Dennis Snodgrass June 5, in Bozeman. Mr. Snodgrass has been farming near here for the past few years, but will be employed at Jefferson Island during the summer. We offer our very best wishes for a long and happy life to this young couple.

Madison Division Notes

W. E. F.

OUR sincere sympathy is extended to Mr. Mike Mullin, conductor, whose wife passed away at a local hospital May 25th.

A Safety First meeting was held at Janesville Friday night, over one hundred attending.

Teacher asked Johnny to write a sentence using the word "diadem." He wrote, "People who cross railroad tracks in cars and do not STOP, LOOK and LISTEN, die a dem sight sooner than others."

Frank Lamanski, why the idea of still keeping side curtains on the Paige coupe? Knowing you take the ladies around the parks at the lunch hour, etc. Please feel "Give in ee" Frank, and tell us.

Berdella stepped right up in John Hennessy's class, now sporting a Pontiac, and Howard Dittmar is sporting a brand new Chev. Also Russell has a "What is IT, Russ."

Congratulations

Kenneth Thompson is the lucky one and Margaret Fagg, daughter of Wm. J. Fagg, agent, Madison, is the happy bride.

A little girl came to the home of Machinist Lester Falter, Janesville, June 5, 1930. Of course daddy is proud of her as well as Grandpappy John Falter (engineer) and Uncle Butch Falter (machinist).

One of our old-timers is back on the job after a prolonged illness. None other than Hostler Bill Siebert. Seems good to see him on the job.

And what have you? Our good looking agent, John Brown, Janesville, was recently elected Lion Tamer of the local Lions Club. Oh-oh, just supposin' he should start something like taming in Janesville. Wouldn't it be just too bad for Reno Koch, Art Hennessey and Frank Sullivan? OH-OH.

Among our local Cub fans—Max Siebert, the arguist, C. J. Ryan, the loyalist, Herb Sarney, the skeptic, Ed DeVlieg, the enthusiast. If these Cubs don't keep strutting their stuff war will be declared in Janesville.

Our congenial clerk, Ray Dowd, at the freight office, was recently elected president of the Eagles in Janesville. What won't these youngsters strive-at?

Engineer Thos. Kennaugh recently left for the Isle of Man. Pleasant trip to you, Tommie.

Dubuque Division

E. L. S.

ON June 5th our division handled the Manufacturers' & Wholesalers' Bureau of the Chamber of Commerce annual Sociability Tour, from Dubuque to Oneida. That they were well pleased with the way this special was handled is expressed in the following letter to Mr. W. F. Keefe, D. F. & P. A., who together with Superintendent E. A. Meyer and Mr. Cody, D. F. & P. A. of Mason City, accompanied them on this trip:

"Dear Mr. Keefe:

"You will no doubt receive an expression from the Manufacturers' & Wholesalers' Bureau of the Chamber of Commerce regarding the splendid co-operation of the C. M. St. P. & P. Railway Company during the Sociability Tour of the business men on June 5th, and any favorable comments they may give have been well deserved.

"As marshal of the day, it was my duty and privilege to come in direct contact with all phases of the trip, and while we have always been well taken care of on these trips, the co-operation given by the Milwaukee Road on the 1930 tour will stand out. We

were given wonderful equipment, first-class crews, as well as every co-operation from the officials, and would personally appreciate your extending my thanks to all concerned with the tour, for the remarkable co-operation given us by the entire Milwaukee organization. Naturally, you may take some little credit yourself.

"Yours very truly,

"H. R. McCOY."

There has been quite a bit of sickness and misfortune among employes and their families as shown in the following:

Kenneth Hursey, brother of Raymond Hursey, B. & B. clerk, suffered serious injuries on the evening of June 10th, when the car in which he and a companion were riding turned over several times on the Center Grove Highway. Both boys were quite seriously hurt and taken to Finley Hospital in an ambulance. It is not known at this time whether Kenneth will recover, but we sincerely hope so.

Elmer Schwin, secretary on Mr. Lollis' car, was in Dubuque several days forepart of June on account of his mother undergoing a serious operation at Finley Hospital June 10th. At this writing she has been resting easy and hope she will soon recover.

We hear that Mrs. W. A. Cutting, wife of W. A. Cutting, conductor, now deceased, was in an auto accident at La Crosse recently. She suffered several bruises and a very bad shaking up. We hope for a speedy recovery.

Mr. E. W. Lollis' car was in Dubuque on business June 11th.

We are sorry to learn that Mrs. L. M. Farley and children have been quite ill for some time, and it is expected that Mrs. Farley will have to be removed to the hospital within a day or two.

Dubuque Division will have a new time card effective June 16th, which will show a great number of changes both in freight and passenger service.

Idaho Division

R. C. P.

THE elevator has been installed in the Union Station, Spokane. It is the automatic type. You approach the elevator shaft, press the button to bring it down, wait ten minutes and then

walk up. Someone in getting out on the upper floor had failed to close the door tightly.

Traveling Engineer W. T. Emerson attended the Pioneer's annual picnic, returned June 3rd. He reports having a wonderful time.

Eleanor, two and a half year old daughter of Section Foreman and Mrs. Guy Chimenti, Plummer, died on June 10th in a Spokane hospital. The little child had been ill since birth.

George D. Thornton, Idaho Division operator and car distributor, is acting as relief train dispatcher at Spokane during the period of vacations.

Conductor Charles Koeper and Pearl E. Wicks, daughter of Mrs. G. A. Terrien of Malden, were married in Spokane on June 10th. Conductor Lou Terrien was best man, and arrived in Spokane a full week prior to the ceremony to get everything lined up.

Second Operator Barney Colligan, St. Maries, returned to work on June 9th after spending five weeks in Los Angeles and other southern California points, where he represented his brothers as a delegate to their national convention.

Barney has many friends in the movie colony at Hollywood, having made their acquaintance a few years ago when they were filming pictures on the upper reaches of the St. Joe. Of course he renewed these acquaintances.

Engineer Lou Mohr is recovering from a serious illness that required hospital care for several weeks.

Division Master Mechanic P. T. O'Neil left on June 12th for Atlantic City, New Jersey, to attend an American Railway convention as a delegate from Lines West.

Conductor Jack Reilly, for many years a passenger conductor on the Idaho Division, with his home at Malden, died at a hospital in Colfax, Wash., June 17th.

Jack had been an invalid since contracting typhoid pneumonia in 1914. On December last, he was taken to the Colfax Hospital to be treated for gland cancer and was an inmate there until he succumbed.

Superintendent N. H. Fuller spent Memorial Day at Scranton, Ia., where his parents are buried.

He then visited his old friends at Marion and Perry, and took a run over to Milwaukee to see Superintendent George G. Hill, who was formerly trainmaster under Mr. Fuller on the Idaho Division. En route home he stopped off at Mobridge to renew acquaintances.

General Office—Chicago

Vila

WE are happy to extend our congratulations to Mr. W. C. Trimmer of Mr. Payer's office, who was married May 31st to Miss Dorothy Benson of Hubbard Woods, at the North Shore Hotel, Evanston, Illinois.

Another wedding which was solemnized the early part of May was that of Miss Alphild Constance Larson and James Nicholas Petersen, who were married at the bride's home by the Rev. Oliver G. Fjeldstad. Lillian Kaitchuck, sister of the bride, was matron of honor, and Victor Petersen served his brother as best man. Mr. and Mrs. Petersen have many railroad friends who extend to them their best wishes.

Mr. W. A. Linn, assistant to chief purchasing officer, is recovering from a goitre operation which he underwent at the Ravenswood Hospital a month ago, and from all reports is doing so nicely that he will be back with us before long.

Miss Adele Bartling of the Engineering Department made a trip to New York to meet her sister Irene who arrived June 11th on the White Star Liner Homeric. Irene was a missionary in Northern Rhodesia, Africa, where she spent several years teaching religion and

Why Wait? Get it Now!

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

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

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

CONTINENTAL CASUALTY COMPANY (The Railroad Man's Company) Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Avenue, Chicago, Ill.

I am employed by the MILWAUKEE ROAD, _____ Division.
Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is _____ Name _____

ADDRESS _____

educating the natives at the Mission Station. Prior to this work Irene was employed in the Engineering Department.

Miss Catherine Mancy, of the General Freight Department, is at present in California on her vacation.

Erik Rettig, of the engineering force working on the Polo-Birmingham Line revision, is receiving congratulations on his marriage which was very romantically enacted. His bride, en route from Sweden, and whom he had not seen for four years, arrived at the La Salle Street Station at 3:00 p. m. on a lovely May day. Half an hour later she was Mrs. "Erik," and after the ceremony the young couple proceeded to Kansas City. Hope Mrs. Rettig will like our good old U. S. A. and we extend our wishes for much happiness and good luck to the newlyweds.

Station WLE

Harriet
Teamwork

THE world is full of problems,
There's much to cause distress;
We all are bowed beneath the cares
That daily 'round us press;
There's only one solution,
'Tis simply stated, thus:
'A little less of you or me,
A little more of us.'

Selected by BOB WEBER.

Something to Think About

W. R. W.

Why do they bury a Scotchman on the side of a hill?

Answer next month.

Health to Ray

Ray rushed over to the hospital on Thursday, June 12, in an effort to have his tonsils out before Friday the 13th. Here's our very best wishes, Ray, that you may always have splendid health and that you may now sing more lustily, since the doctor took his knife in hand and cut your tonsils away.

Can You Imagine

Walter—A dashing officer of the guards.
Henry—A benevolent divine benefiting the world with his kindly smile.
Uriel—A dignified statesman addressing crowds.

Roy and Robert—In vaudeville cashing in the shekels with their million-dollar smiles.

Bob—A debonair mustachioed villain whom the ladies adore.

Winthrop—With hip boots and fishing rod—how could it be otherwise?

King—An exuberant beau-ideal having a way with the ladies—without blushing.

Tony—a dapper jockey making his horse come home.

Ray—A star athlete, whether baseball, soccer or track.

Donald—Another Lon Chaney—just watch him when he's in the mood.

Al—Falling off a horse, of course, since his likeness and voice are the same as H. R. H.'s.

Mr. King on the Phone

Yes, there is a King in this office and I'M the King!

Twin City Terminal Mechanical and Stores Departments

N. A. H.

MR. NELS P. HERVIG, River Division engineer, passed away May 19 in St. Paul, Minn., after an illness of several months. Mr. Hervig had been a faithful employe in the engine service for forty years, hale and harty up to his recent illness. We extend our sympathy to the bereaved family.

Machinist Bill Spafford leased a piece of land not far from Minneapolis and is going into garden and chicken business along with his work at Minneapolis roundhouse. The place he has located in is now a small community of South Minneapolis employes who have ventured out there for the same purpose and all enjoy the country life.

Miss Florence McCurdy, stenographer from shop superintendent's office, South Minneapolis, took an extensive trip east, taking in all the sights and beautiful cities which are in that location.

Congratulations to Mr. and Mrs. A. S. Bross—when at Minneapolis, Mr. Bross said he was married just 144 hours. We wish to lengthen their happiness to 144 years if such could be done.

Wedding bells will be ringing for a young man in South Minneapolis roundhouse in the near future also, and in the next issue full particulars will be announced.

The death of Miss Grace Tuttle, June 3, was a very sad occasion, and we all wish to extend our sympathy to the family who are left to mourn her loss.

Mr. R. W. Anderson spent June 9 at Minneapolis en route to Milwaukee from the coast.

"C. M. G. of Kansas City Division:

Everybody up here in Minneapolis is inquiring about our former Fuel Supervisor E. J. Kervin, who is now traveling engineer on your division. Can you send a few words back to his old associates through your next items in the Magazine from him?

A staff meeting was held in Milwaukee, May 19 and 20, which was attended by Division Master Mechanic John Turney and Roundhouse Foremen Chas. Lundburg and J. L. Brossard.

Splinters from the Wooden Shoe

Browning

THE most interesting event on the division this month, I think, was the Safety First parade on June 4, in which the Superior Division entered a float entitled "Safety Instructions" and an outline of which you will find among the Safety First news, including pictures of same. We surely were proud of ourselves and much thanks is due to Harry Grothe, our car foreman, as he spent much time and thought on the design of this most unique Safety School, as that was what the float represented.

J. H. Valentine and W. J. Hotchkiss came along just as we were starting out and the men put on their goggles to keep the buttons from their vests flying in their faces as these two threw out their chests when they looked us over.

As they passed through the streets many of the railroad men were standing among the spectators, giving it a hand, and we know that this was more than appreciated by those who spent so much time and thought on trying to make the float a success.

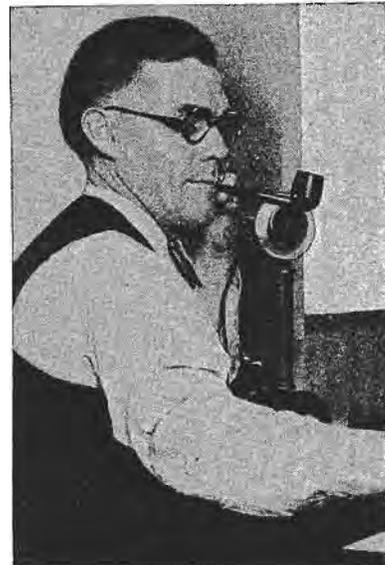
Sympathy is extended to D. P. La Roux, agent, Crystal Falls, on the death of his wife, and also to Conductor Wm. Dionne, who lost his wife recently.

We were sorry to hear that Mrs. A. B. Worthing, wife of Chief Dispatcher Channing, is in the Green Bay Hospital, where she underwent an operation. We hope that she is getting along fine.

Congratulations are offered to Mr. and Mrs. H. A. Goodell, agent at De Pere, on the birth of a son.

Earl Fillion, D. F. & P. A. clerk, has left the employ of the Milwaukee Road to accept a position with the Ann Arbor Railroad at Green Bay.

Ralph Junker, demurrage inspector, came into the freight office the other day all puffed



Good tobacco helps on this job

WHEN a man controls the movement of hundreds of trains a day, he has to be on top of detail every minute. W. G. Waite, in charge of the tower outside the Union Depot in Chicago, knows how well a slow-going pipeful of good old Edgeworth helps him to concentrate. Edgeworth lends itself to steady smoking, for it is cool and it never bites—and the flavor stays good.

EDGEWORTH SMOKING TOBACCO

If YOU don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Address Larus & Bro. Co., Richmond, Va.



LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

My name _____

My street address _____

And the town and state _____

Now let the Edgeworth come!

T-33

out of shape. He had been out golfing with C. R. Huntley and another gentleman and he said he won as he had the highest score of the three. He made it in 59 which he figured was good.

Arnold Kamps and Roy Schramm of Marinette got up at sunrise the other day to go fishing and got a fine catch of perch, but poor Roy must have been fishing on the bottom of the river, as he said he figured he had a whale on his line and when he finally succeeded in landing it to his sorrow it was only a slab of wood. Don't you know you can't catch such large ones at Marinette, Roy. You better come back to the Bay and we will show you where to get the big ones. For instance, ask Eric Gehrke and John Dinwoodie about the fishing trip they had up to Sturgeon Bay. There were three of them left here Sunday morning about 4:00 a. m. and were fishing all day and when they arrived home that night about 10:00 p. m. they each had one fish. Two of them were trout, and we thought the third one was a trout also, but we finally found out that it was a white fish. Don't know how they were caught or anything about it, but it sure did look fishy to see the three of them come back home with each one fish apiece. Ask Dinwoodie or Eric about it, we know they will tell you how it is done.

The boys in the office were all out for a day taking inventory. Some of them were lucky but John Phillips and Harold Matthews were on the North End and they said they wished they were a couple of ducks, as it sure did rain.

Des Moines Division Items

Frenchy

OKOBOJI STATION was opened for the season on June 9th with Ralph Groom in charge as station helper.

Mrs. Pearl, wife of Agent H. Pearl, Lohrville, was at Rochester for treatment during June. Mr. Pearl was with her for a few days, being relieved at his station by E. E. DeLacerda.

We regret to advise that Mr. Valentine Bilz, for several years janitor in the Union Station building, passed away of pneumonia on June 12th. Mr. Bilz leaves three sons and two daughters. Funeral was held at E. Carl White's Funeral Home at 3:30 P. M., June 14th. Mr. Bilz will be greatly missed around the building. He was a hard worker and always willing to help out in case of emergency. Our sympathy is extended to the bereaved family.

Miss Lotta Davis of the city passenger office returned from an eastern trip recently which included Washington, D. C., New York, and Boston. While there she visited several trans-Atlantic liners and reports a fine time.

Mr. Wm. A. McClintock, of H. W. Warren's office, and family are vacationing in Kansas City, St. Paul and other points.

Motor train service was established on trains 35 and 34 between Des Moines and Spirit Lake on June 9th. This change from steam to motor power was made due to loss of business caused by the auto. The new service is quite popular and promises to serve the patrons using these trains, well. The sight of a sputtering train, speeding through the country at a high rate of speed, minus a locomotive, gave the natives a thrill. The few cottagers along the shores of the lake rushed out in night attire to learn what it all meant. A rural resident was leading the family cow out to picket on the right of way, when the sight of the train caused her to snort, throw up her tail and make a get-away, as her caretaker went rolling in the grass. A prowling cat took refuge up a telegraph pole when he was overtaken on the right of

way, looking for a rabbit breakfast. Activities in the fields stopped as long as the train was in sight, and many of the farmer boys stood up on their plows to watch it out of sight. Many were at the stations to see their first motor train, and ask all sorts of questions and suggest names for it. From the interest given this new service on its maiden trip, it should prove to be quite popular.

Tacoma Shop Notes

"Andy"

HERMAN BEIRING, of the woodmill, is getting ready for the annual session of the National Guard at Camp Murray—also Bob Roberts of the Store Department, Clarence Turner of District Accountant's Office and C. Robinson of the roundhouse, are members of the National Guard. We understand that Bob has been promoted to be an officer, we don't know what rank, but guess we will have to salute him.

Ted Fleming, cabinet maker, we understand is a sharpshooter—when he peeps through the sight of a clam gun, he gets his geoduck every time.

Chas. Kellermann, cabinet maker, was formerly a very prominent, in fact, one of the leading tenors of the German Sanger Band, but he has not been taking any active part for the past couple of years, however, we now understand that he is going in training with Otto Schuetze, for the Anvil Chorus at the Sangerfest to be held this summer, we don't know where, but we will bet the refreshments will consist of lager beer, pretzels, frankfurters and sauerkraut—nicht wahr?

Len Hogan and his wife spent a few days amongst the wilds and wets of Canada.

We have it from fairly reliable authority, that the fish going up the Puyallup river stop right in back of Henry Fisk's home, so all he has to do is drop a line out of the window, and bingo—he lands them right in the frying pan.

Joe Wallingfang, the woodmill dahlia expert, has changed his line, and now he is going in for gladiolas. Maybe he has some idea of crossing a dahlia with a gladiola to get some new variety of squash, who knows? That boy knows his onions, if he sets out to grow squash with petals on, to be used for either button-hole bouquets, or in pie, he can do it.

Bob Hall (he is the fellow that along with his other work, takes care of the flower gardens around the woodmill), is doing fine, and one look at the flowers by even the most critical will prove it.

Elmer Heath, of the Store Department, has been off for some time due to illness, but is now back on the job looking finer than ever. We are glad to see Elmer back, and hope that he continues to look and feel good.

Rosemary Sullivan, is on her vacation, and incidentally attending the wedding of her sister at Deer Lodge, at least she said it was her sister who was getting married, and then again you never can tell, Rosy might go and pull a stunt like that herself.

Joe Mason has an Essex car. Well, one Saturday night he almost didn't have said car. He was on his way to Seattle, we don't know why, but have our opinions, anyway the pavement was very slippery and some bird wanted to pass another car, and just pushed Joe, car and all out of the way to make more room—took nearly all the trimming off and a few wheels, not the steering wheel though, as Joe had a hold of that, whether with one or two hands, we are uncertain. However, there were no casualties and the car is in good shape again.

R. A. Nofke, our handsome electric foreman, is back on the job at Tacoma, and Mr. W. E. Brautigam has gone to Deer Lodge.

Everyone Should Have a Bank Account

Commercial Investment
Savings Safe Deposit

An Authorized Trust Company

We solicit the patronage of
MILWAUKEE EMPLOYEES

Open a Savings Account Here
and Add a Little Each Pay Day
GET THE SAVING HABIT

Mercantile Trust & Savings Bank
OF CHICAGO

Opposite the Union Station
Jackson Boulevard and Clinton Street
CHICAGO

Regular Member Chicago Clearing House Association
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Well, again we will have to thank Mr. J. T. Kelly for sending another fine bunch of tin foil that he collected.

Mr. E. L. Myers, the motor car expert, was out on the coast, and besides putting things in shape on the motor cars, did some matching of fish stories with Harvey Snyder. The referee is still undecided as to who is the biggest liar.

The Store Department force have been pretty busy of late on the inventory, working early and late, trying to find out what they have on hand.

J. A. Wright and Al Pentecost, have returned right side up from the staff meeting, and things are again back to normalcy.

The pioneer's jambouree at Victoria is over and J. E. Brady is back on the job, all together, and reports having a swell time.

Fullerton Avenue Building A. M. D.

AGAIN we wish to call your attention to an editorial, this time, published in the June issue of the Milwaukee Magazine under the caption "Work for Prosperity." Prosperity means lots of business and plenty of business means more employment, therefore, every employe should bend their energies toward obtaining more business. Perhaps your friends are tired of fighting traffic in the old machine and would enjoy a tour through the mountains without worrying about gas, oil and tires. Tell them about our Olympian or our special recreation trains used in connection with special tours. Our Traffic Department has plenty of literature covering points of interest along our line and will be glad to furnish it to those contemplating a trip. Let's keep our eyes and ears open and perhaps we can "nail" some business for the company.

There is another particularly interesting article in the June issue which we believe you will enjoy reading and that is on page 26 headed "Motoring on the Milwaukee," written by Nora B. Decco. It is an article describing a moving picture taken along our Rocky Mountain Division. Be sure and read it.

June is here and that rascal Cupid is busy, as will be noted by the following:

Ruth Jensen of the Typing Bureau has a beautiful diamond ring.

Bell Katch, also of the Typing Bureau will promise to honor and obey (?) on June 29.

Herman Maltuck, of the auditor of expenditure's office, was married May 31st.

Lettie Alvord, of the freight auditor's office, left the company June 14, and is to be married the latter part of June.

Marie Pederson, of the freight auditor's office, will hereafter be known as Mrs. Schlacter.

Charlotte Forst surprised her fellow-employes of the freight auditor's office with a beautiful diamond solitaire on the approved finger.

Leona Augard, private secretary to Mr. W. F. Miller, freight auditor, hopped into the sea of matrimony and will hereafter be known as Mrs. Truelsen.

Lora Jergeson, of the ticket auditor's office, was married on May 3rd. The new name is Mrs. Dudle.

Marie Tobin, of the ticket auditor's office, was married May 12. A young man by the name of Klebba was the lucky boy.

Gail Kinnally, of the ticket auditor's office, has been withholding some very important information from us, but the news is out at last. Much to the chagrin of all the young men in Aurora, Gail went and got herself married March 1. Babe Ruth as a holdout has nothing on Gail. The new name is Brauer.

Well, that's the matrimonial list. Best wishes to all of them for a prosperous and happy married life.

Victor Detloff (Sea-legs), of the ticket auditor's office, is the proud papa of a baby girl. We understand her name will be Helen.

Mrs. Marie Enoch, of the freight auditor's office, resigned June 14.

Frank Zuntarski, of the auditor of station accounts' office, slipped on a hairpin and rolled downstairs, spraining his ankle. However, at the time this is being written he has fully recovered and is hopping around as usual. Nasty things those hairpins. We suppose the next thing that will happen, now that the girls are allowing their hair to grow, will be a broken leg through falling over a barrette or hair-rat.

Ralph Dukes, of the Statistical Bureau, is touring Europe with his sister. He sailed June 3.

J. Giesner, of the auditor of expenditure's office, will represent the Accounting Department at Gallatin Gateway Inn.

Erna Greenlaw, private secretary to Mr. Severs, has resigned and will hereafter serve the groceries (anchovies, pickled herring, etc.), to her darling husband. Erna takes with her the best wishes of a multitude of friends.

Elmer Martell, ticket auditor's office and Gertrude Lichter, car accountant's office, have been transferred to the assistant comptroller's office, to audit coupon payments on bonds.

It has been reported that O. W. Reinert, Alvin Payne and E. C. Heimerle contemplate opening a cannery in Norwood Park on or about August 1, to take care of the enormous crop of tomatoes they are raising. Shares in this enterprise may be purchased from O. W. Reinert.

Averil Klotz, Central Typing Bureau, has left our midst to mend Ralph's socks, cook his meals and other home tasks.

As this is being written, Ann Shanesy, of the freight auditor's office, is recovering from a recent accident, in which she seriously injured her ankle.

Catherine McCants, of the Typing Bureau, gave a shower in honor of Louise Sass, of the same department. Louise received many pretty and useful gifts for her little home in the west, which will be Denver.

Jack Shuraacker, freight auditor's office, has a new Chevie.

Jule Proctor, of the Computing Bureau, is recovering from an appendectomy operation.

Elsie McWhirter, of the Typing Bureau, has resigned. We understand that hereafter she will make curves, hooks, etc., for an insurance company.

The freight auditor's office has been busily engaged in indoor baseball activities for the past two weeks. The Interline Review, Revising and Waybill Filing Departments have organized teams and are playing regularly amongst themselves.

Two groups of boys from the building, one group representing the married men, the other—single men, have battled each other in two hectic indoor baseball games. The first was won by the single men by a score of 6 to 5. The other was won by the Benedicts by a score of 1 to 0.

Here's three young ladies from the car accountant's office who have hopped into matrimony. Barbara Novack was married April 26. Betty Werner on June 7 and Paula Klein, June 15. Let the wedding bells ring.

Coast Division "Kirk"

THE Tacoma Women's Club of the Milwaukee Railroad hold their regular monthly meeting in the Ladies' Club Rooms, the last

Consider the poor fish!



A TRUE sportsman is as careful about his pipe tobacco as he is about his lures. Why distress the poor fish and taint the pure air with a strong pipe when Sir Walter Raleigh's favorite smoking tobacco costs so little, and is so mild and fragrant? The success of the Sir Walter Raleigh blend is due to the use of very choice Burleys, which, although mild, lack neither body nor flavor. The quality is uniform, and the gold foil wrap retains all the natural freshness and fragrance.

TUNE IN on "The Raleigh Revue" every Friday, 10:00 to 11:00 p.m. (New York Time), over the WEA coast-to-coast network of N.B.C.

SIR WALTER RALEIGH

How to Take Care of Your Pipe
(Hint No. 7) Leave the stem out of the shank for a day after cleaning your pipe thoroughly. The stem and bowl can then absorb any moisture and dry thoroughly. A pipe cleaner run through the shank also helps to keep your pipe dry. Send for our free booklet, "How to Take Care of Your Pipe," Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. 117. (In Canada, 3810 St. Antoine St., Montreal.)

Discovered How
good a Pipe Can Be

IT'S 15¢—and milder

Monday of each month. I am calling this to everyone's attention for the reason that many of the men have not as yet taken advantage of the fact that the ladies serve a very fine luncheon at noon of the day that they meet and the men are invited to take advantage of this fact. Whenever I speak to a man and mention that he was not at the luncheon he invariably says, "I didn't know they were meeting today." There'll be no excuse for them from now on.

"Archie" Long, the A. F. E. and insurance expert, was taken to the hospital, May 26, for another little operation; yes, he has been there before, and understand now that he is getting along famously. We all hope for his continued recovery; the girls especially, are getting anxious to see him around again with his charming smile.

Mr. P. S. Dunn, who for some time was on the superintendent's staff, was appointed chief dispatcher of the Bellingham Division, effective June 1, vice E. M. Hopkins. We surely hate to lose Park, but are happy to see him get ahead, and wish him the best of luck. He is right at home on the Bellingham, having been there many years as chief clerk, so it will be no trick at all to run the trains.

Sorry to hear that "Bud" Palmer, of the B. & B. Department, is again confined to the hospital. Bud just got away from that institution a short time ago and we thought his seance with the M. D.'s was over. He probably will be 100 per cent in a short while.

Dispatcher "Billy" Monroe is acting chief dispatcher at the present time, due to the fact that S. C. Whittemore is busily engaged, somewhere around St. Maries, Idaho, in that little game of casting the fly. Haven't seen any fish yet, but I know that we will hear plenty of fish stories on Sam's return. Am reliably informed that the day Sam left to go fishing he was attired in the loudest pair of yellow golf stockings to be found anywhere in captivity. Hope he doesn't try to do any fishing in those because trout are rather touchy as to the amount of noise you make along a stream.

Decoration Day saw everyone at liberty to indulge in their favorite pastime. Adolph Carufel, Mr. Devlin's steno, spent his around Spokane and Black Lake. Said he was fishing, but all that he got was a good soaking. Guess it rained in several places in addition to Spokane.

Florence Mattsen spent the day at Harstine

Island with a gang of hunters, all armed with the usual guns, in pursuit of that hard-shelled fowl known as the geoduck. After hearing her story, someone suggested that she had been "necking" all day. It seems the method pursued was thusly: Whenever a victim was seen to spout, Florence had to sneak up on the unsuspecting prey and grab same around the neck—(she has been training for this by attending a good many of the wrestling bouts and so knows just the right holds)—then while she hung on for dear life two of her accomplices would rush to her assistance with their trusty "guns" and shoot it out. They were quite successful too, bagging some thirty odd ducks, which is a real day's work.

Willa Lindsay is spending her vacation by taking a trip to Alaska by boat. Understand some of the freight house force were musing as to the probability of her wearing one of these sparklers on her third finger, left, by the time she returned. Don't know just what they could be driving at but will watch developments and advise later.

Betty Gunther has a dog and Elmer, our fleet-footed messenger, is worried because the dog has no name and suggests that we broadcast for help in naming said pup. Don't know how to describe it to you as all you can get out of Betty is that, "It's the cutest little thing." Under the circumstances my first guess would be "Cutie," but you might not agree with me so send in your choice name and we will see who wins. No limit on the number of names you may suggest.

"Doc" Evans and "Don't Shoot" Snyder tried out their old stamping grounds around Keechelus Lake last week, but the fish were all frozen in and all they got was cold. Now understand that Gold Creek is due for another exploration in the very near future and I hope that the weather moderates sufficiently so that we get one good mess at least.

Business on the division is not so hot but could be worse. The lumber racket seems to be down in the mouth due to the loggers all away on a vacation waiting for Uncle Sam to fix the tariff on lumber and shingles so that the in-come will be larger than the out-go. While the lumber is off we still know our vegetables; and with ten to fifteen cars of lettuce per day out of the valley, all packed in ice in refrigerator cars for the east, and two to three hundred boxes of small fruit off

the Priest Rapids Valley Line each day, we have a right smart lot of business without worrying about the empties. In the passenger game we have already had our share of "specials," and with the Art Craft specials soon to start and Nos. 1 and 2 to the mountain on the schedule the latter part of this month, we shall keep pace with the best.

I almost won a Ford sedan last week but lost out just because the right horse didn't win. "Mac" had promised to will me the Ford, ruckstell and all, just as soon as he had collected on the Derby, but the blooming 'orses didn't run right, so I'll still have to pound the pavement as usual.

That little sparkle that you see in the eye of our Safety Inspector R. H. Vandinburg, as if he were somewhat pleased with something, is due to the fact that for the first time in history the Coast Division, during the month of May, had no lost time nor reportable accidents. When we look back to the months when our average was around thirty or thirty-five we realize how much happiness and satisfaction there is in having NO ACCIDENTS. We trust that history shall repeat itself and that all our months in the future shall be as clear as May, 1930.

The job of laying 130-pound rails for about three miles between Garcia and Ragnar and rebalasting of the track has just been completed and makes a swell railroad. There have also been many compliments on the oiling of the roadbed between Beverly and Othello and Kititas and Woldale, which keeps the dust from flying. The open air observation cars can really be appreciated now. The oiling machine which exterminates the weeds along the right-of-way is due to start over the division today and when that work has been completed we will be in first class shape.

Iowa (East) Division and Calmar Line

J. T. Raymond

MR. AND MRS. A. J. CAMPBELL of Marion, went to Riverside, Calif., June 1, to visit a sister of Mr. Campbell's, who is seriously ill.

Operator E. F. Claussen is acting as relief operator on first trick, Atkins Yard, during Mr. Campbell's absence.

Engineer W. R. Barber is closing up the tour he has been making on behalf of the Employees Pension Association. Mr. Barber secured nearly six hundred new members, everything considered, we think "Billy" did remarkably well.

Charley A. Le Roy died very suddenly at his home at Marion, Monday evening, June 9, collapsing in a chair, following dinner. Heart disease was the cause of his death. He had been ailing for a year or so, but remained at his post and had been at the office that day as usual.

Mr. Le Roy has been chief clerk in the superintendent's office for the past six years, coming here from Montevideo, Minn., where he held a like position with the Milwaukee; and before that served several years as chief clerk at Aberdeen, S. D. He had been in the service of the Milwaukee Road for about 20 years and widely known in railway circles. Through his affability and fair dealing he had greatly endeared himself to those with whom he had worked and there is genuine sorrow on the division on account of his sudden death.

Mr. Le Roy was born in Louisville, Ky., August 2, 1878. He is survived by his widow and one brother.

Funeral services were held at the Congregational Church, Marion, June 12, where a large crowd assembled to pay tribute to his memory. The services were conducted by

We recently started on the construction of 700 new refrigerator cars, all of which will be in service by fall.

These, added to the large number already in service, assure patrons of C. M. St. P. & P. Railway an adequate supply of modern type refrigerator cars.

Union Refrigerator Transit Company
MILWAUKEE, WISCONSIN

Rev. James Alcock. The remains were laid away at Oak Shade Cemetery.

There is deepest sympathy felt by everyone on the division for the surviving members of the family in the great loss they have sustained.

Among those from outside of Marion attending the Le Roy funeral were H. F. Gibson, Ottumwa, Jay L. Franz, Chicago, R. C. Dodds, Perry, W. L. Schmitz, Council Bluffs.

Miss Adele Louise Dellit of Cedar Rapids, and Robert L. Leamon of Marion, were united in marriage, Thursday, May 29, in St. Paul's Methodist Episcopal Church at Cedar Rapids, Rev. W. C. Perdew of Marion officiating. Mr. and Mrs. Leamon left immediately for a wedding trip to New York City and Canada. They will be at home after July 1, at 1831 Blake Boulevard, Cedar Rapids. We extend best wishes for joys and blessings, deep and many, with sorrows light and few.

Ye scribe left June 14 for a brief trip to Wibaux and Butte, Mont.

Up to June 11, the two surfacing gangs under J. T. Loftus and Foreman Guinn and Malas, have completed surfacing track between Sabula and Browns, and will continue the work to Oxford Junction, which was as far as new steel was laid.

The Sunday Cedar Rapids Gazette of June 8, contained a picture of Conductor Ed Templeton of Monticello, and a fine write-up of his career on the Milwaukee Road. Mr. Templeton wears a fifty-year button, the rare certification of more than fifty years' constant railroad service.

Miss Alice McGuire of Marion has returned after a two weeks' vacation. She went to New York, thence by steamer to the Bermuda Islands.

Superintendent Newman H. Fuller, of Spokane, visited Edward Ainley and other Marion friends early in June. Mr. Fuller began his railway career on the Iowa Division and always receives a warm reception by the old-timers when he comes back to visit.

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

WE are glad to know that Roundhouse Foreman Kellum, who was operated on for appendicitis, has fully recovered and is back on the job again.

Mr. and Mrs. Martin Walsh left May 30 for Miles City, where they will make their home, Mr. Walsh having been promoted to day roundhouse foreman there. We sincerely regret having this worthy family leave us, and they will be greatly missed. Our best wishes go with them and we hope they will come back and visit us often.

Mr. and Mrs. A. R. McCauley are enjoying a visit from their daughter, Mrs. E. E. Nepp, of Minneapolis.

We have had a regular epidemic of marriages in the freight office this year, the latest victim being our genial agent, Mr. R. S. Lewis, who was united in marriage to Mrs. Evelyn Conrath of Dupree, S. D., on May 24, Rev. Parrot performing the ceremony. They are very comfortably settled in their apartment in the Brown Palace Hotel and are receiving the congratulations and good wishes of a host of friends.

Dan McGrath, who has been at Excelsior Springs, Mo., taking the baths, is now back to work, feeling as chipper as ever.

Mrs. L. A. Hourigan is much improved in health, and has returned from California after an absence of two years. They are occupying

Mrs. Annette Davis's apartment in the Brown Palace Hotel for the summer. Delsia and Henrietta have also returned from St. Mary's Academy at New England, so Larry is happy to have his little family together again.

Mr. and Mrs. Ray Paul have gone to Omaha to consult a specialist in regard to Mr. Paul's health. During his absence his position is being filled by Mr. Roy Hoots of Chicago.

Mrs. Harry Guthrie of Chicago has been visiting at the Herman Wahl home. Mr. Guthrie was formerly perishable freight inspector here.

Miss Mildred Risch, popular clerk at the roundhouse, spent Decoration Day at Miles City visiting friends. Did we see tears in Howard's eyes as No. 15 pulled out that night?

It is with sorrow we write of the passing of James W. Traynor, who died at the Moberge Hospital on June 2nd, from cancer of the throat. He had been ill since last October, and although he suffered intensely, his patience and cheerfulness were outstanding. He was 72 years old and had no known relatives, but devoted friends and the Milwaukee Women's Club did everything for him that could be done during his long siege of illness. He had been a faithful employe of the Milwaukee railway since 1915.

Mr. and Mrs. J. S. Griffith of Tacoma spent a few days here visiting old friends, and while here Mr. Griffith attended the fuel conservation meeting.

Mrs. H. L. Stamp and Miss Dorothy Martin spent a few days in the Twin Cities.

Conductor Wm. James, who has been at Excelsior Springs, has resumed his duties, much improved in health.

Hugh Patton and family have moved to Marmarth and Fred Parkinson and family have gone to Harlowton. We hope business gets so good that they will be transferred back here soon.

Great excitement prevailed around Moberge on June 2nd when the Radio Keith Orpheum movie stars spent a day here taking pictures of our railroad yards, the Missouri River bridge, also scenes around Stratton and other places of interest for their picture "The Record Run," which will help to advertise our wonderful Milwaukee Railway. We shall be anxiously looking forward to the time when this

picture will be released and we shall be able to see it.

Mrs. Belle Jackson is visiting at the home of her daughter, Mrs. Fitzgerald, at Spokane, Washington.

We understand that A. E. Moxness of Marmarth is the latest golf enthusiast, playing strenuously, trying to reduce.

Ray Lease and family spent a few days at Webster, S. D., visiting friends.

Ann Anderson was called to Miles City by the illness of her mother.

A number of Moberge people attended the Brotherhood picnic held at Montevideo on Sunday, June 8th, and all report a very enjoyable time. "Our Roundhouse Hummingbirds," Charles Hawkins, Robert Reid, Roland Lease and Bert Parker, made a fine quartette which helped furnish music for the gathering. It is hoped that these picnics, can be made an annual affair.

"Snus" Carlson spent Decoration Day at home.

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

Well, no doubt you have all heard the old saying that in the spring a young man's fancy turns to thoughts of love and other things.

Well in the spring Conductor Henry Furman's fancy turns to the other things, which include a trip back to the farm. Henry says he has a spade and if some kind Samaritan would only donate a pitchfork he would be all set for his annual sojourn back to the sod.

Conductor Jimmie Winkler is another addition to the varnished car boys, having purchased a uniform and taken a position braking on passenger. Don't blame you a bit, Jim, beats riding up and down the line behind a string of box cars.

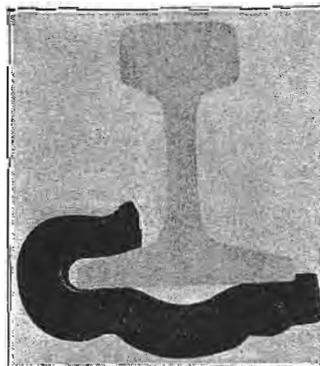
Our most heartfelt sympathy is extended to the family and relatives of Conductor Isaac Bradley, who suffered a fatal accident at Rondout, Illinois, on May 28.

He will be sadly missed by all his friends on the C. & M. Division and everywhere that he was known.

Conductor "Spoof" Rohde has returned from an extended visit in California, spent with

THE FAIR RAIL ANTI-CREEPER

ONLY
ONE
PIECE



SIMPLE
TO
APPLY

CHICAGO

THE P. & M. CO.

NEW YORK

his family and relatives, and reports having a most wonderful time. He did not say as to whether he had signed a contract to go in the movies or not, but we can expect to see his picture on the silver screen one of these days.

Brakeman Glenn Thomas is making an extended visit with relatives over in Michigan. Says he misses all the boys and that it will be like another vacation to get back amongst them.

Mrs. Ray Forestal, wife of Conductor "Curley," has the deepest sympathy of all of the "Milwaukee" employes in the loss of her parents, who passed away recently.

When it comes to good work, Brakeman Frank Blaine is one of the outstanding characters. On June 4, while on a Roundout turn-around, he discovered a broken arch bar on car while inspecting train at Sturtevant. Car was set out without mishap, and this no doubt averted what might have caused a bad wreck. Atta boy, Frank, keep up the good work.

Don't forget, boys and girls, that this is vacation time. So be sure and remember that Safety First must be kept in mind, or you may be taking a vacation without the joy that goes with one. Don't let your carelessness take the joy out of someone else's vacation either, as they may have been looking forward to it for some time. Remember, SAFETY FIRST at all times.

C. & M. Division

C. G. Allen

CONTRACTOR GERSKE has finished the 1930 bridge painting program on the C. & M. Division.

The Fox Lake drawbridge was placed in service again May 30th, and the channel between Nippersink and Fox Lakes opened to navigation. B. & B. Foreman Harry Clappison is acting as bridgetender this year.

Roadmaster Kelsey has been conducting an active campaign of improvement in tool houses on his district in the interest of Safety First. So far Foreman Dan Cutler, on the Russell section, has the neatest looking house.

Carl Guse has been appointed signal maintainer at Lake, vice Donald Anderson, promoted to signal foreman.

In cleaning out one of the tool houses some old circular letters were found that were sent out to C. & M. Division section foremen in 1889 by Superintendent Collins and Roadmaster Riton.

Section Foreman C. M. Modglin of the west Russell section, was seriously injured in an automobile accident at Pleasant Prairie, Wisconsin. It is probable that he will be out of service for three or four months on account of this accident.

Miss Steffes has entered the service as clerk in Signal Supervisor McConahay's office in the place of Miss Lucille Roder, resigned.

The depot at Edgebrook was destroyed by fire of unknown origin May 12th.

Clerk Joe Janks, who has been employed in Chief Carpenter Smoot's office for several years, is out of service on account of illness. His place is being filled by Frederick Bush, a new employe.

Roadmaster L. J. Berg of the Janesville Line, is the proud father of another son.

W. R. Moffatt has entered the service as clerk in the office of Trainmasters Berg and Kiesele.

There were no crossing accidents on the C. & M. Division during the month of April. This is quite a remarkable showing considering the heavy traffic over crossings on this division. The whistling which is being done by engineers in approaching crossings has undoubtedly helped to prevent accidents.

The new subway between Stowell and Lake has been put in service to replace the grade crossing at Oklahoma Avenue. The Nordberg Mfg. Company has plans for extending its plant across the portion of Oklahoma Avenue that has been vacated, construction of buildings and additional trackage to be started this summer.

R. M. Briscoe has been appointed maintainer at Roundout in the place of C. H. Opperman, who has been transferred to Foreman Anderson's crew.

Signal Department Foreman Long has completed installation of Griswald signals at West Lake Forest and has moved to Lake to do some R. F. E. work there.

Improved toilet facilities are being installed in the depot at Grays Lake by Chief Carpenter Smoot.



J. E. Ober

S. M. East

V. J. W.

WE are going to open our notes this month with a brand new photo of our popular agent, J. E. Ober. Mr. Ober is 73 years of age and a veteran of 44 years' service. His first assignment with the Milwaukee was as car checker and transfer man at Austin, which position he accepted in December, 1886. After various promotions that included baggageman and cashier at Austin, he was appointed agent at Sheldon, Ia., in 1895. He worked in that capacity for 13 years and returned to Austin as agent in 1908.

After an auspicious start of three wins out of the first four games, our Diamond ball team has suffered several reverses. However, the boys are not taking their losses to heart and assure us that the next edition will find them well near the top in the standings.

The many friends of George Larson, clerk at Houston, Minn., were shocked to hear of his tragic death which occurred Sunday, June 8th. George was accidentally shot, while returning to Houston from La Crosse with a party of friends. Mr. Larson was born December 1, 1896, and entered the service as a clerk and operator at Sherburn, Minn., August 16, 1916, and continued in that capacity until April 1, 1926, when he resigned to take a position with the M. & St. L. R. R. He returned to the Milwaukee as a clerk in September, 1926, and after filling various relief positions on the S. M. Division had held the assignment of clerk at Houston for the past two years. The body was taken to Sherburn for burial June 11th. Sympathy is extended to the bereaved parents.

Our assistant cashier, Ellery E. Barker, "The Spanish Gentleman," is about to improve his technique. His courtesy has won him the offer of a scholarship in Spanish in a northern Iowa institution of learning. Ah, when knight-hood was in flower!

Conductor Ralph McCoy has returned home from Minneapolis where he underwent several operations during the past month.

Have you joined the new, select order of Hounds? It was our good fortune to arrive at the freight office in time to see His Honor the Mayor, Jacob Becker, being inducted into the order. While Jack is an ardent supporter of the order, and acquitted himself before an appreciative audience, he did not enter into the spirit of the ritual as closely as Traveling Freight Agent Wollverton, who found it necessary to divest himself of his hat, coat and vest to do his stuff. Rin Tin Tin would have hung his head in shame.

Stationary Engineer Rudolph Levy and family made a short trip to Madison, Wis., early in June. Mrs. Levy will also make a visit to Milwaukee before returning home.

Mr. and Mrs. Chas. Opie are spending a few weeks at St. Joseph, Mo. They will also stop at Chicago on their return trip.

Gladys McFarlane, who has been teaching in Moberge, S. D., is spending the summer months with her parents, Master Mechanic and Mrs. Thomas McFarlane.

John W. Skinnion, switchman at Austin Yard for many years, passed away at the Trainmen's Home, Highland Park, Ill., June 3rd. Mr. Skinnion was born July 28, 1870, at Evansville, Wis., and entered service as a switchman at Austin July 5, 1911, where he continued in service until ill health forced him to retire about two years ago. Interment was made in the Trainmen's Cemetery, Highland Park.

Operator Cal Gifford has been forced to give up 3rd trick at Ramsey because of ill health. Reports from Minneapolis, where he is undergoing treatment, state that his condition is not much improved. Operator Lou Grau is relieving him.

Mrs. Frank Falkingham, wife of Master Mechanic Chief Clerk, underwent an operation at Rochester May 31. She is reported as improving.

The few remaining members of the Bachelor Club are preparing to sing the swan song for Clifton Oeschger, chief clerk, Store Department. Further details next month.

Bill Clerk Robert McCoy has just moved into his new home, recently completed. Train Dispatcher Sy Johnson has also purchased a home in Austin, which he is moving into. Our informant's note also states that Clarence Aughy, train dispatcher, has bought a house, too, but it's for Fido.

Harold Jennings, Master Mechanic McFarlane's chief clerk while he was stationed at Moberge, called at the Austin Shops recently.

Engineer August Damm, who left May 18th for a visit with relatives in Norway, writes that

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

◇◇◇

T-Z Railway Equipment Co.
14 East Jackson Blvd.
Chicago, Illinois

he is enjoying the trip and included a picture taken with a group of friends while in London. Ticket Agent John Schultz is busy these days booking entrants for the inter-county golf tournament.



You will recognize the central figure in the above picture as none other than Chris Hage-lund, "The Musical Major" of the Austin freight house force. Chris with his trusty ac-cordion not only featured in the musical part of the Norwegian Fourth of July celebration held at Lanesboro May 18, but also fired the open-ing gun with his inspired rendition of "Sonner of Norge." For good measure Chris enter-tained the passengers of Train No 111 on the return trip with many well received selections.

Sympathy is extended to Yard Clerk William Holm in the loss of his father, whose death oc-curred at Slaton, Minn., June 12th, after an illness of two months. Mr. Holm was 85 years of age, and was a pioneer of Murray County. William and family left June 14th to attend the funeral to be held at Slaton.

Chicago Terminals

Guy E. Sampson

WHILE we have a few items already writ-ten for this month's column, we must ask our readers to forgive us for only having a short column this month. As we mail these few items our heart is heavy and we cannot concentrate enough to think of more. Your correspondent and family are in extreme sorrow, as on the 12th their 15-year-old son, Gerald Sampson, was accidentally killed when an auto in which he and five other class-mates were going to their annual school pic-nic skidded on a slippery pavement and went into a ditch. The unfortunate boy being caught in some way in the wreckage, was instantly killed, while all the rest fortunately escaped with only a few minor scratches. Gerald, who was well known to the younger set, was so well loved by all who knew him that a shroud of sor-row covered the entire community and every heart ached over the loss of one who had been so active in social, school and church activi-ties. His parents, while bent with grief, greatly appreciate the sincere sympathy they have re-ceived from the entire community as well as the many employes of this great railroad, of which the father of the unfortunate boy has been an employe for the past 30 years.

(The Magazine extends the sympathy of the Editorial Staff to Mr. and Mrs. Sampson.—Editor.)

Mrs. Joe Hock, wife of Switchman Joe Hock, suffered a paralytic stroke, May 19th, and passed away May 21st. She leaves her sorrowing husband and seven children, the youngest, 20 years of age. Deceased was born and raised at Green Bay, Wis., and died at the age of 61 years. Burial was made at Mt. Carmel cemetery. The sympathy of all employes is extended to the bereaved family.

Miss Norma Everson, stenographer in Mr. Cammeron's office, suffered a sprained ankle while walking from the office to a waiting auto in which she was going home after work. She was absent from work for several days but is back now.

Born to Mr. and Mrs. Jas. McNulty, June 2, an eight and one-half pound son. Mother and son doing nicely, and Daddy prouder than ever. Gee, but those were dandy cigars he passed around.

A mystery, a secret, something for sleuths to figure out is why did Pat Cary shoulder a big mowing scythe and go over to the property that Jimmie Argus had recently acquired, and proceed to cut all the grass on the place. High? Sure it was high and what everyone is wonder-ing is if Pat did it as a neighborly act or if he expects to move to one of the suburbs of Bensenville where he can keep a family cow the coming winter. However, as Pat Flanigan the announcer, says so often, "We shall see what we shall see." Now Jimmie has just moved into Pat's neighborhood and who knows if Pat does intend to move out to the "Sticks" maybe Jimmie will come, too.

General Yardmaster H. E. George had a slight attack of appendicitis this month, which confined him to his bed at home for a few days. However, an operation was not neces-sary to quiet the attack. Over this fact his many co-workers rejoice with him and his family.

Train Director Jas. Kirby is enjoying a few weeks off duty in Ohio, Relief Director Samp-son working his position during Jim's absence.

The improvement made at the Milwaukee Women's club house by a new coat of paint and a lot of work on the beautiful lawn is greatly appreciated by the members, and in

fact, by the people of Bensenville, where this club house is located.

Mr. John Wolf, a foreman at the Bensenville roundhouse, has his new home at Bensenville completed, and his family moved into it.

The sympathy of all employes is extended to John, Christ and Wm. Wolf, all employes of the Milwaukee Railroad, whose father passed away the latter part of May.

A number of La Crosse Division friends of the G. E. Sampson family came to the terminal Sunday, June 15, to attend the funeral of their son, Gerald.

Chicago Terminals Car Department Notes H. H.

WHEN you folks read this column and everything runs to schedule, the writer and the only girl, who will then be Mrs. H. H., will be well started on their tour of the Pacific Coast, including a stop-over at the Grand Canyon of the Colorado and visiting Los Angeles, San Diego, Catalina, Frisco, Seattle and Vancouver, coming back with a stop-over at Minneapolis, to say hello to F. J. S.

Writing this column on short time today, business not bad at this end of the terminal with the short hour week in effect and as this is the day to turn in copy, we holding same open until the last day, expecting to get some news from our other yards, in order to have our column cover our department activities of in-terest throughout the entire terminal, but no notes came in and the writer will endeavor to get what he can, hoping that the other yards and points will take an interest in the column, which will indicate to the writer just whether the column is worthwhile.



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Edward Schmidt, clerk to car foreman at Bensenville, will take his vacation the last two weeks in June touring the South with stops at Pensacola, New Orleans and Nashville, Tenn.

Car Foreman Ike Thompson, of Mannheim, is on his vacation at this time, visiting points east.

Very sorry to hear of the illness at this time of Assistant Car Foreman J. Schliep of Galewood Yard No. 1. John is one of the best in the business, is liked by all and all wish him a speedy recovery.

Car Inspector C. Friend, of Bensenville Train Yard, with forty years of active service to his credit, took a week's vacation in the latter part of May. If we can all hold up like Charlie we can be thankful.

We are receiving at this time, new 50-ton Milwaukee box cars from the American Car and Foundry. These cars are in the 716000 series and are the latest thing in freight car construction. The Milwaukee is amply prepared and equipped to satisfactorily handle all transportation needs, and a trial will convince any shipper of the real safe and speedy transportation the Milwaukee offers.

Safety Section

Chicago Terminals Car Department maintaining its good "No Injury Record" and all employes are becoming real safety conscious employes. There is one thing about a good safety record and that is it requires, as it gets better, increasing carefulness and increasing interest on the part of all employes to hold that record. Chicago Terminal Car Department requires and earnestly solicits the full co-operation of all its employes to obtain a real record which can only be obtained through everyone's cooperation, which is twelve straight months without a lost time or reportable injury. Let's show them that the Terminal can do it.

Very nice attendance at the Car Department Terminal Safety First meeting at Galewood, May 28, 1930.

There was also a very good attendance at the night meeting of the Bensenville-Mannheim Safety Committee, held from 9:50 p. m. to 11:10 p. m., at Bensenville, May 29, 1930.

From the Cross Roads of the World

Roberta Bair

HOWARD STEWART, the popular and genial sheik of the Rea Building, has not been feeling entirely up to snuff lately. After having several examinations made the doctors have finally discovered his weakness—Aelurophobia—and they tell him that there are very few chances of him recovering from it. It is thought that Howard contracted this malady in his earlier and balmy days around Newport, Indiana—the thriving little capital of Vermillion County. Newport is the town where the few slow pedestrians keep to the right of the sidewalk to avoid being run over by the through traffic pedestrians, and where 99.5 per cent of the population are hustlers and go-getters. It is around Newport where Indiana's tallest corn and heaviest wheat and oats are grown, and where the cows give more milk per acre of pasture, the chickens lay more eggs per bushel of cracked corn, and the bees make more honey per hundred flowers visited, than in any other section of Indiana. The hustle and bustle of Newport is undoubtedly the cause of Howard being in the shape that he is in at the present time, but even at that Howard is gifted with the natural ability to not let anything bother him, and he is optimistic enough to think that by the time he has grown to manhood he will have thrown off the germs of this malady and will then once more be the same old iron

man that we knew him to be back in Newport. We hope so.

Our chief train dispatcher, H. A. Smith, made an air survey of our fair city in a trimotored Ford plane Sunday afternoon, June 8th.

We would suggest that Mr. E. A. Rollert, agent at Faithorn, set his watch correctly next time he makes a trip to Hastings, so that he and his companions may enjoy an early morning nap undisturbed.

Geo. Schall of the chief train dispatcher's office, is enjoying a vacation at Niagara at this time.

Our chief timekeeper, Fred Mancourt, has journeyed California way on his vacation.

At this writing the Terre Haute Division has gone 90 days without a reportable injury. We feel that this is a very fine record.

Safety First meeting will be held at Bedford, Tuesday, June 17th.

Assistant Superintendent W. G. Bowen held an examination June 10th which resulted in the following promotions: Wm. Williamson and H. H. Ingram were promoted to conductors, and Frank Ford and Don Hunter were promoted to engineers.

West Clinton

Operator Paul D. Scott has taken up his abode at St. Bernice and intends to put out a garden some time this summer. He thinks he might go back to the farm as he is relieving Operator A. M. Johnson.

As a result of the recent primary, understand Yardmaster Guy Kelly won a harvest hand. Have just found out there will be no hay, so it now looks as if he did not really win on the election.

Yardmaster G. F. Lundwall has returned from a restful two weeks' vacation . . . but minus his teeth. We thought a new yardmaster had arrived here, but on second look discovered it was nobody but George, just out of the dentist chair. The soup counter is working hard to furnish him with liquid food.

Conductor Zack Elliott, a veteran of the west side, is now switching on the east side-west side, and seems to be enjoying the work fine.

Understand Conductor Homer McBride is thinking of getting a pair of high powered spectacles as the dust of the lead seems to be hindering his vision when he meets people he thinks he knows.

Some one left Conductor James Thompson a present recently. It developed that it was a soup bone. He is going to find out yet who sent that, and it may be too bad.

Several of the boys are buying new automobiles this spring and they make a fine appearance on the roads these days.

We are glad to report that Mrs. Matt Frost is now improving from a recent operation and has returned from the hospital.

Raymond Lockman, of the roundhouse, is contemplating entering a hospital within the next few weeks for a major operation. We hope "Red" will soon be out and on the job without much time off. This will be a poor way to spend that vacation.

We expect Operator Doc Johnson to return to his desk within the next few weeks. Mr. Johnson has been away on account of illness for some time and everyone will be glad to see him around again.

Doyle Guthrie and his men are busy these days on large repair jobs at West Clinton and are certainly making a big showing with their work.

Ralph Horning and his camp arrived in West Clinton June 12th and intend to do some

heavy work down in this territory. Ralph was busy greeting old friends on his arrival and everyone was glad to see him.

Frank Hunnicutt is planning on a quiet vacation down to Old Point Comfort, Va., next month. Sure soft for some people.

O. L. Clawson, night yardmaster, enjoyed a two weeks' vacation the early part of June.

"Red" just can't beat Billy Tabor playing pool.

Glad to report Ben Gaither is home from the hospital and hope to see him back at work soon.

Omer Reynolds, Walter Blaker and George Bain have joined the Graham Paige crowd and are certainly enjoying their new cars.

Some pastimes of the fellows here:

Jim Myers—Collecting last winter's coal bills.

Claude Silkwood—Lauding the Democratic Party.

Melvin Phillips—Talking about the weather.

Bob Stewart—Talking golf.

Oscar Clawson—Authority on wisdom teeth.

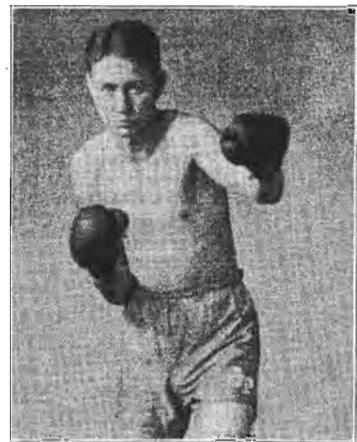
Harrison Kyle—Says butter will melt in hot weather.

Elbert Foltz—Weather forecaster.

Evert Kyle—Reading Popular Mechanics.

Guy Kelly—Raising sweet potatoes. (He's from Kentucky.)

M. H. McCandless—Claim prevention.



Jack Parker

We take a great pleasure in introducing to the boxing fans of the Milwaukee Road, Jack Parker, son of Conductor L. W. Parker, of St. Bernice, Indiana.

Jack is just past his sixteenth birthday and weighs 140 pounds. He is now listed as a junior welter weight in boxing circles in the Wabash Valley. Jack is a junior in the St. Bernice High School, and during all leisure time is in training, and probably this accounts for his "tip-top" condition.

Jackie's boxing record will speak for itself and we are somewhat proud of it ourselves. Out of sixty-one bouts he has lost but eight. His fighting qualities have won the admiration of all the fans throughout the Valley, and we are not unmindful of the fact that much credit is due to Jackie's father, "Louie," as he is his active manager, and is always on the alert to see that the boy is always in the best of condition possible.

Several new bouts are already on the calendar for Jackie Parker for the next few months, but probably the most interesting will be the affair with "Pal" McDonald at Clinton on the 25th of June. This promises to be a fast fight, and a good crowd will no doubt turn out.

Electric Flashes from Deer Lodge and West R. M. Division "Willie"

MR. E. H. MUNDT, who has been employed in Deer Lodge Car Department for some time, has been transferred to Miles City. Here's hoping you will like your new home, Mr. Mundt.

Miss Hildah Sikla has returned from a two weeks' vacation spent visiting in Regina, Sask., and New Westminster, B. C.

Engineer L. J. MacCormick and Mrs. MacCormick and daughter Mary have returned from a visit in Dubuque, Iowa, where they attended the graduation exercises of Clark College, where their daughter, Evelyn, was a member of the graduating class. They also visited in Ripon and Wausau, Wis.

Electrician Helper Robert Brown is the proud father of a son born June 2nd. Congratulations, Bob.

The sympathy of the entire division is extended to Engineer Roberts and daughters, Jennie and Joyce, in the loss of Mrs. Roberts, who passed away at St. Joseph's Hospital on May 18th. Interment was made at Bangor, Wis., Mrs. Roberts' former home.

Traveling Engineer E. R. Stevens has returned from a short visit to New York City and eastern points.

Electricians Fred Leach and Earl Bartlett left recently for Cleveland, Ohio, to make their home.

Division Master Mechanic Sears is enjoying a visit with his mother in Cassopolis, Mich.

Mrs. Richard Nolfke visited us for a few weeks, but guess he did not like us very much, and he left us rather short.

Roundhouse Foreman Brautigam returned to work June 1st after quite a siege of illness. Bill looks fine, and here's hoping he stays that way.

Engineer J. E. Schector and family have returned from a visit in St. Louis, Mo.

Deer Lodge Car Department lost one of its most popular employes when Car Inspector Edw. Griffin passed away at his home on June 2nd. Mr. Griffin had been in poor health for some time, but his death was a shock to all who knew him. He is survived by his wife and daughter, Mary, also a brother, Pete, also of Deer Lodge. The sympathy of the entire division is extended to them.

Mrs. Ed Boyer is visiting in Houston, Texas.

H. E. Foster, former chief clerk for D. M. M., at Deer Lodge, paid us a visit during early June.

Wisconsin Valley Division Notes Lillian

TRAIN DISPATCHER M. C. HARRIS has returned from his vacation, which was spent up in the northern woods. He was very successful at trout fishing and also caught some very fine specimens in other varieties. A. W. Warner is next in line for a vacation and he expects to spend his time motoring through several states and just enjoying the scenery all around.

Archie McDonald underwent an operation for appendicitis, and it is reported that he is getting along very nicely.

The new passenger train schedule on our division, effective June 1st, train No. 105 will arrive at Wausau at 5:40 o'clock instead of

8 o'clock in the evening, leaving at 5:45, arriving at Tomahawk at 7:25. The east and westbound passenger trains will meet at Irma. The saving of time of travel from Chicago will be two hours and twenty minutes.

Merton Wescott of Wausau passed away at his home on June 1st, after a lingering illness. He was a brother of E. A. Wescott, at Wisconsin Rapids. Sympathy is extended to the bereaved family.

Mr. Steve Schultz caught a young muskie while fishing at Minocqua recently, and Gaylord Carpenter, in the Freight Department, was also lucky in landing a good-sized muskie.

Mrs. Clifford Flagel visited with her parents at Laona for about three weeks. "Papa" Flagel stayed at home nights and took care of the goldfish. He claims he enjoyed every minute, and it was not a hard task.

The Ladies' Auxiliary to the Firemen are making plans for a card party to be held at the club house on June 17th.

Mrs. E. B. Stoddard is visiting with friends at Mauston.

The sad news of the death of Mrs. Hugh Morrisc., which occurred on May 31st, was received with the deepest regret by all who knew her, as well as employes, and the Wisconsin Valley Division employes extend sympathy to Mr. Morrison and family.

Mr. Paul Stoff has returned to take up his duties as boiler maker, after a forced vacation for about two months on account of illness.

In connection with the B. & O. Railroad we ran a special train out of Wisconsin Rapids with a party of teachers and older students, who will make a visit to the nation's Capitol at Washington, D. C. The party left Wisconsin Rapids at 5:00 A. M., Tuesday, June 10th. There is also a party of teachers and students leaving Merrill on June 17th, making a similar trip.

The remodeling of the station at Hazelhurst has been completed, the driveway has been filled in and it certainly has made a wonderful improvement in the appearance of the station as well as the station grounds.

Mr and Mrs. Lawrence Nowitzke visited with relatives at Baraboo, Wis., over the weekend.

Mr. and Mrs. Sims Miller of Los Angeles, California, are visiting with friends and relatives at Wausau and vicinity. Mrs. Miller will remain indefinitely on account of her daughter, Mrs. Arnold Heise, expecting to undergo a serious operation very soon. Mrs. Miller is better known among the division employes as Mrs. Munger.

Mr. Wade R. Hauser, agricultural agent for the Milwaukee Road, presided at an agricultural meeting in the town hall at Harshaw, at 7:30 P. M. on June 3rd. There were 68 farmers present and a very interesting meeting was had. He also has arranged for a meeting in the town hall at Gleason, on the evening of June 30th. These meetings are becoming very popular and the farmers feel they receive a great deal of benefit by attending.

Without doubt, everybody on the Wisconsin Valley Division was glad to notice by the June issue of the Magazine that the Wisconsin Valley Division held first place in safety.

Our new flag will be floating over the passenger station on Flag Day, June 14th. We are sure it will be very much admired and everyone will be proud of it.

There was an attendance of 75 at the Safety First meeting held at the club house at 7:30 P. M., June 5th, at Wausau.

Mrs. J. Horn has been very pleasantly engaged in watching a little wren build its nest

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near her window. The bird has been very busy, and Mrs. Horn equally as busy watching it and assisting in furnishing building material.

Mrs. H. O. Wheelock is leaving this evening to spend some time visiting with her parents at Naperville, Ill. John, Dorothy and Ted will accompany her.

About 50 club members left this morning for Minocqua, where they are being entertained by the Minocqua Club members. As this affair included the kiddies, there were a good many around the station thrilled over their trip. A perfect June day will add to the pleasure and we are sure that a most enjoyable time will be reported by all who attended.

The train crews laying over at Star Lake are taking a great deal of comfort in their new home on the banks of the lake.

Ted Shrake found his luck at fishing rather poor on his last two trips, so he brought up his wife to let her try her luck at the game. Both Mr. and Mrs. Shrake caught a pike weighing 14 pounds, in less than two hours. They enjoyed a delicious dinner with Conductor Frank McCulloch as their guest.

Mr. Fred Fredrickson caught a pike weighing six and three-quarters pounds and one three pounds. Star Lake is an ideal place for fishing.

Mrs. P. H. Nee of Aberdeen, South Dakota, and Mrs. W. J. Delaney of Oshkosh, attended the graduation exercises of the Wausau High School, and were guests of their mother, Mrs. Simon Gorman.

Mr. John Buntrock passed away at the home of his daughter on May 30th after an illness of a few months. Mr. Buntrock is the father of Mrs. Jule Manhart, and the division employes extend heartfelt sympathy to Mrs. J. Buntrock and family.

Mr. and Mrs. N. P. Thurber of Beloit visited with Wausau friends during the past week.

White Coal from Harlowton

"Madame Queen"

QUOTING Will Rogers: "All I know is what I read in the papers." And, that's not much.

Agent Steinhauser's daughter experienced an accident on the Shawmut road on way home from Billings, last month. Louise Blumer's left arm was fractured but the other occupants escaped with slight injuries.

Pete Johnson, car inspector, is proudly exhibiting a new "Chevie." A number of his friends have already had the pleasure of a ride in it and pronounce it "great."

Loucile Trudnowski is now in charge of the Van Noy news stand at the depot. So, boys, be good scouts, and buy your "smokes" from her. She'll greet you all with a cheery smile.

Mrs. Erwin Fuchs spent Easter Sunday morning riding to Three Forks on No. 17. She returned Monday on No. 18.

"Good morning, Judge," says one of our worthy ash-cats (using the railroad vernacular). No, don't get excited, it's only Tom Wilkerson acting on the jury.

Saturday morning, April 19th, we were startled out of a year's growth when Mrs. Patty Schultz rushed out of her home with a six-shooter in her hand. Target practice on the run probably. How about it, Pat?

Mr. Recci, formerly section foreman at Winnecook, passed away April 21st at his home here. He is survived by his wife, Ernestine Recci.

Erwin Fuchs, boilermaker helper, was confined in the Miles City hospital two weeks, account of sinus trouble. He's back to work at the roundhouse but about 13 pounds lighter.

You've heard of apiaries and aviaries, but have you heard of rabbitaries? Well, Cliff Welch and Tom Wilkerson have one. Honestly. And half the time you cannot tell the rabbits from their keepers.

That's enough ancient history. Let's have something a little more up-to-date.

Since the fishing season opened the majority of our fishermen have been at it and the most of them reported good luck. However, there's been no whales brought in (yet). Who wants to eat a whale? We all blubber enough without bothering with more blubber.

Storekeeper George Ellis has sent his family to Minneapolis for a little vacation. Just so it wasn't the Thousand Isles, George.

H. E. Riccius, D. M. M., from Miles City, spent a few days of May looking the situation over at this point.

From all appearances General Foreman Strand of Deer Lodge got the worst of the battle on his last visit here. Anyway, it looked that way from the "bum" eye he was nursing. Whatcha do to him, Ed?

Mrs. J. P. Retallick was confined to her bed on account of "flu." It's reported she's doing nicely now. But then, you know you can't absolutely kill a Yankee.

Miss Cassie Trudnowski has procured a position with The Leader at Lewistown.

Mrs. E. Aicher spent a day in Lewistown visiting friends, and from all appearances the Woolworths, too. I'm for you.

The date has slipped my memory, but anyway, last month Burt Johnson, carman, and Pearl Logan of this city were married at Big Timber. Their comrades wish them all the luck in the world.

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The question, "Who's Madam, Queen?" has been asked by many. You know what "curiosity" did? If you have a very special boot-legger you do not want anyone to know about, keep it to yourself and don't stagger when up-town. The "Madam" will find it out—then the secret's out.

Toodle-oo.

I. & D. Items

M. G. B.

OUR night dispatcher, C. B. Higgins, returned to work about the first week in May, after an illness of several weeks, and we were certainly glad to see that he has recovered so nicely and is able to be back on the job.

Ruby Potter, chief clerk in the master mechanic's office, is president of the Business and Professional Women's Club at Mason City and was a delegate to the convention at Des Moines, May 12.

Miracles do happen every now and then. We are advised on good authority that the chief dispatcher at Mason City has purchased a set of golf clubs. Evidently the Scotch are not the only ones who spend their money on golf clubs.

In spite of the cold and inclement weather and chronic rheumatism, Yardmaster F. H. D. could not refrain from taking his annual fishing trip.

In fact—the fishing craze has spread considerably this year and one might even call it an epidemic. When one sees a bunch of the fellows together listening to some one telling a long, long story, ten to one it's about the fish they caught—or almost caught. If they come down in the morning with their faces sunburned, they will tell you how they spent hours and hours fishing. We hear all about it, but who has seen the fish?

A special train was chartered for the bands from the I. & D. Division going to the music contest at Flint, Mich. There was quite a lot of enthusiasm along the I. & D. about the music contest, and the bands from this territory made a good showing.

W. G. Powrie, former assistant division engineer, was a caller at the local offices, Mason City, May 19. He left the following day for Wauzeka, Wis.

Congratulations and best wishes are extended to the bride and groom, Mr. and Mrs. Ed. Norquist.

Tuano Pajari is the new assistant division engineer at Mason City. We understand he has made a dent in the personnel of the Engineering Department, being admitted to the exclusive Koffee Klatch which meets at 3:13 p. m. daily.

The I. & D. Division wish to extend their congratulations to Mr. and Mrs. Leonard Anderson on the birth of a boy, May 16. Andy was former chief clerk in the Store Department at Mason City, and is now at Western Avenue.

Sympathy is extended to the family of John Marovets, section foreman at Bassett, who died at New Hampton, May 27. He entered the service of the Milwaukee, March 28, 1904. He was 46 years old.

The Women's Club held a bridge-luncheon in the club rooms at Mason City, May 20. They served a most delicious luncheon and bridge was enjoyed afterwards. They served a large crowd, and it was considered quite a success. The girls from the offices went down early and the ladies very obligingly served them so they could be back to work on time.

Gertrude Deeny and Vera Burns, of Mason City, made a trip into Chicago over Memorial Day.

Jay Bailey, trainmen's timekeeper in the superintendent's office, took a few days of his

vacation the latter part of May and went on a fishing trip to Brainerd, Minn.

Vanca Macha, section foreman at Giard, has taken a leave of absence on account of illness.

Milton Olson, roadmaster's clerk, moved into a new cottage at Clear Lake, and half of the Engineering Department moved in with him.

Art Brockel is supplying in the superintendent's office as comptometer operator, during the inventory.

Howard Farmer, formerly employed in the superintendent's office at Mason City, was a visitor to the local offices there June 5.

Engineer C. F. Craven, Mason City, was called to Shenandoah, June 4, on account of an injury to his son, Clarence, who was in an automobile accident and suffered an injury to his hip. We hope he will be on the road to recovery very soon.

A. F. Weisbecker is relieving Agent A. N. Anderson at Clear Lake for two weeks, the early part of June.

Mr. A. M. Martinson, division master mechanic, has been chosen as a delegate to the American Railway Association Convention at Atlantic City, June 15. Good luck, Mr. Martinson!

A very successful Safety First meeting was held at the Chamber of Commerce Hall at Mason City, June 9. M. J. Flanigan was the principal speaker of the evening and gave a very interesting talk. He stressed the idea of thinking—of always having one's mind on the job. J. Hemsey, formerly of Mason City and now district safety inspector at Milwaukee, gave a short talk, also our District Safety Inspector Mr. G. R. Hannaford.

A Safety First meeting was held at Mitchell in the K. C. Hall, June 10. J. Hemsey, G. R. Hannaford, M. J. Flanigan and Wm. Shabarker and H. A. Wicke were the speakers. One hundred and sixty-five were in attendance at this meeting.

Life sure has its ups and downs—hasn't it, Irma?

We have heard that Julius Wiele is quite a golfer, in fact, one might say professional; that is, he is giving lessons. Anyone buying, or winning, golf clubs might apply to him for lessons.

La Crosse Division Items

Eileen

NOTHING less than another World War could have aroused more interest around here than did the shooting of some scenes at Kilbourn, for the R-K-O forthcoming production, "The Record Run," or whatever it will be called by the time it reaches the theaters. The company had completed some of the film in Montana, about which Mrs. Decco told us so entertainingly last month, and after leaving Kilbourn were to go to Chicago for scenes of the Union Depot. Every possible courtesy was extended and the producers were very appreciative of what we had done for them. Bill Whalen, all dressed up in his Sunday suit—he had a hair cut, shave 'n' everything—was on hand to see that everything was satisfactorily taken care of. Forgot to mention that pretty Miss Jean Arthur was the leading lady of the film.

Mr. and Mrs. Lonnie Farnham are very proud of a fine eight-pound daughter, Jean Elizabeth, born June 4, at Portage.

John Rogowski, who has been off about three months on account of illness, has returned to his work in La Crosse Yard. Awfully glad to see him back again.

J. D. Brown, dispatcher's clerk, is moving to Portage's Gold Coast. Dewey says, in addition to being up among them, he will have the benefit of the much longer hike to work, which

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will enable him to dispense with his daily dozen.

Yardmaster T. Bloomfield, of Portage, has been laying off on account of rheumatism. We are sorry to hear of his illness and hope he will be back soon. Frank Leng is acting as yardmaster during his absence.

Bill Jones and his straw hat. Oh, where did you get that hat?

Did you see Paul Brandenburg's shiner? He claims something—what was it, now?—struck him in the eye.

The Mark Suttons, of La Crosse, are parents of a son born June 4. Mrs. Sutton was formerly Miss Dorothy Miller, daughter of Master Mechanic and Mrs. F. P. Miller.

Conductor Bill Colgan to Operator F. T. Ross: "It's utterly impossible to get any sleep during the day when that old Hudson of yours comes lumbering down the street."

Operator Ross: "Why pick on me? The Hudson has all the standard equipment of the Essex, such as slapping pistons and loose connecting rods. Don't figure how you can blame the Hudson."

Switch Foreman John Coughlin and Mrs. Coughlin have announced the birth of a daughter at La Crosse on May 28.

Ralph Ward, a young lad of 11 years, discovered a piece broken out of the rail near Elm Grove and flagged No. 66 before it had reached the broken rail, which no doubt saved an accident. This puts him in line for special commendation, and we are very glad to note such interest on the part of outsiders.

Honestly, we weren't paid one red penny for this, but we do think that the fellows who worked on the baseball diamond west of the depot at Portage deserve a lot of credit, also those who donated to the cause. It has been fixed up in fine shape and it is expected that many exciting contests will take place there.

Bert Monteith, Plucky Back, Riley Heberlein, Louie Dittberner, Bowser Alexander and Art Levens went up to Lawrence Creek trout fishing and returned with—well, not so many—and this is the fishermen's tale. They had caught a goodly number before the terrific storm came up, but it was necessary to seek shelter in the little shack near by. In order to keep the fish in a safe place, they were put on the cellar steps and the door closed. A little poker game was instituted to relieve the monotony, and the next morning the fishermen went to look for their catch. Alas, there were

unforeseen circumstances. The door had been blown open by the severe wind and the blow flies had long since done their duty by the poor little trout. Believe it or not, they claim they just had to stay another day to make up the loss.

Hear N. J. W. is in the market for a car and has been paying almost daily visits to the second hand joints, but has been unable to get one to suit. Suggest he come to Portage—really, we have quite a variety.

Seattle General Offices "The Cub"

WE have been advised to get something in this column or give ourselves up. The reporter is a little late with the news, due to a batch of samples in the home brew contest blowing up and wrecking the editorial rooms. The balance have been removed to a bomb-proof dugout for aging.

We notice Lon Cook dashing up and down the halls with his trusty Brownie No. 2, hot on the trail of a scoop. We have been getting our name in the paper quite frequently since the inauguration of the Publicity Department.

A special train of delegates attending the American Railway Association, Freight Claim Division, arrived over our railroad June 9th, in Seattle for their annual convention under the leadership of J. B. Shields as president. Meetings were held in the Olympic Hotel. C. H. Dietrich, freight claim agent of our road, was present during the convention.

Word reaches us that Myrtle Brown of the Auditing Department has set her heart on capturing a real he-man cow puncher from the wide open spaces, and is going to Montana to look 'em over.

Watson, What Do You Make of This?

M. G. Skacel's own tommy cat has just presented him with a batch of kittens. Now there's one for Ripley.

We are unable to get the particulars but it is reported that C. E. Kent is making frequent trips to Spokane with flowers and trinkets. Perhaps some of the Spokane folks can get a line on what she looks like. But don't kid him, folks, because this looks like serious business.

A Moth-Eaten Yarn!

O. Lynch, comptometer operator, selected a balmy June day for a dip in Lake Washington, using last year's regalia. She came home after sunset with the aid of a barrel.

E. M. Stablein and a party of boys and girls from the Transportation Department made a pilgrimage up to Cultus Lake in British Columbia, over Decoration Day. Sophie, the office vamp, went along but became so unruly on the way up that she was put out of the car and had to use her dogs the balance of the way. It rained all the time but apparently did not dampen the ardor of the participants who report a good time was had by all.

Miss Marie Cleary is nursing a healthy case of sunburn, the first of the season, which she acquired on a recent trip to the ocean via an open car. She now has a burning desire to make future trips in a closed vehicle with the curtains drawn.

Operator Grinnan's son, Sam Grinnan, has just graduated from Hills Academy in Portland, with highest honors, winning the annual Newell medal and the appointment of captain in the Air Corps. He has also received his commercial pilot's license.

As a result of the unusual publicity given him in last month's issue, Captain Harry Wilson has invited the writer for a ride in that new car. We suspect he may refer to one of those Chicago rides where they forget to bring you back. No, thanks, Harry, some other time.



H.R. KELLER LOSES FLIVVER, AND FAMILY GOAT, WHO HAS BEEN KEPT IN GARAGE, IS UNDER SUSPICION AS RESULT



GREAT CONSTERNATION IN BANKING CIRCLES WHEN IT IS DISCOVERED GREAT HOME BANK NOW HAS MORE DEPOSITORS THAN DIRECTORS.

Kansas City Division C. M. G.

CHIEF DISPATCHER L. H. WILSON spent his vacation with friends "down on the farm" near Crawfordville, Iowa. He claims that there are two less of the eight-inch yellow belly catfish in the river near the farm since he vacationed there, and gave his fishing rod a try-out. He was relieved by Night Chief Dispatcher John Niman, H. G. Barnard relieving Mr. Niman on the night job.

At the present writing John Niman, sometimes known as "Farmer John," is back on the farm at Sigourney. He is looking after the crops, repairing and painting fences and making various other improvements. While on his vacation Mr. Niman is being relieved by H. G. Barnard.

Agent I. A. Summers, Cone, spent some time at Excelsior Springs taking the water cure. T. E. Crawford acted as agent during the absence of Mr. Summers.

L. M. Boughtin, agent at Haskins, and his brother who is agent for O. W. R. R. & N. at Endicott, were recent visitors in the home of their parents at Hampton, Iowa.

After being off duty for a month account illness, J. McEwen, agent at Farson, resumed his duties on May 22. Third trick telegrapher at Lawson, Mo., Miss Bessie Wright, was off duty a few days recently account illness. H. G. Richardson, second telegrapher at Rubio, was also absent from the service for over a month, returning to his duties on May 26.

Lloyd Calloway, first trick operator in the chief dispatcher's office, has been confined to his home for several weeks with the smallpox. Neil McCulloch worked the first trick and was relieved on the third trick by Merle Brown.

A very pretty home wedding was that of Miss Alice Dornsife, daughter of Mr. and Mrs. Clyde Dornsife, which occurred on Tuesday evening, May 27, in the home of her parents at 901 West Main Street, Ottumwa. Miss Dornsife was married to Dr. C. J. Hinson, son of Mr. and Mrs. L. P. Hinson of Richland, Iowa. Preceding the wedding hour Miss Nyla

Kenney, accompanied by Miss Louise Overturf, sang "I Love You Truly." Miss Overturf played the "Bridal Chorus" from Lohengrin, as the bridal party entered the room. A light supper was served, following the ceremony. Dr. and Mrs. Hinson spent their honeymoon in Chicago. They are now at home at 125 West Fifth Street, Ottumwa. Dr. Hinson is a practicing optometrist.

On June 1 A. Leo Love was graduated from Notre Dame University, receiving a Ph. B. and Commerce degree. He returned to the service on June 5 as maintenance timekeeper. Extra telegrapher Durward Wright was graduated on June 9th from the Drake University, Des Moines, receiving a B. C. S. degree. He also completed a course at the Dickinson Secretarial School of Des Moines. Both young men made excellent grades and a splendid record in their respective schools.

Thirty-five miles of main line were ballasted on the East Division from April 16 to May 22. This work was done by two large gangs in charge of Roadmaster J. T. Loftus, General Foreman Fred Mallas and Lou Guinn in record time, considering the density of traffic over a single track line. Also, there was not a reportable injury to any of the men on these gangs, which is also a fine record.

Assistant Foreman Jimmy Meloff, under General Foreman Mallas, had charge of the unloading of gravel for that gang and was very efficient. The gravel was unloaded very uniformly and none wasted. He is to be commended for the splendid manner in which he did the job.

During the third week of May Assistant Accountant Henry Bowen, while on his vacation, attended a York Rite Masonic spring festival held at the Masonic Temple, 9th and Locust, Des Moines.

Mr. and Mrs. James Gordon spent some time during the latter part of May in Kansas City with their son Bernard and his wife. While there the four of them composed a touring party through the Ozark Mountains.

Operator Felix Johnson, Washington, has announced the arrival of a daughter, Patricia Louise, at his home on May 24.

Mrs. J. W. Sowder attended the P. T. A. National Convention held in Denver, Colo., from May 17 to 24, inclusive, with headquarters at The Brown Palace, going as a delegate from the Hedrick School P. T. A. Mrs. Herbert Cogswell, as a guest, accompanied Mrs. Sowder to the convention.

Mrs. M. P. Hannon, who was a patient in the St. Joseph's Hospital for several weeks, is greatly improved and has been removed to her home.

Betty Gene Smith of St. Louis, granddaughter of Roadmaster F. M. Barnoske, is in Ottumwa to spend the summer with her grandparents.

Assistant Maintenance Timekeeper Lynn Harness has gone to Green Island as timekeeper on extra gang in charge of General Foreman Guinn.

Our new traveling engineer, E. B. Jefferson and Mrs. Jefferson have moved their residence from Sioux City, Ia., and are now located at 129 North Green Street, Ottumwa.

Chief Clerk John W. Sowder attended the Elks' convention at Ft. Dodge on June 5 and 6, going as a delegate from the Ottumwa organization, of which he is Exalted Ruler.

He formerly wore a 6 7/8 size hat, and for the first few days after the arrival of Master Donald Leroy, father Henson was unable to even get a hat of any size on his head. He now requires size 9 but we think that within a few months he will be back to normal and the old hat size will do. May 20 was the date

of the great event and the cigars and candy were passed to the office bunch.

Sybil Clifford of Mr. Anderson's office, Kansas City, made a business call to the office of the superintendent on Saturday, May 24, to check the roster. Departed on Saturday afternoon for Cedar Rapids where she spent Sunday visiting with friends.

We understand from friends on Lines West that our agent, Mr. Calvert, will give his kingdom for a riding horse, especially for one of the kind they have at Excelsior Springs, Mo. The only reason he did not make the purchase of a horse at the Springs was because the seller would not include a portable stable with the horse. Calvert looked over the many different steeds Chappel Bros. at Rockford have, which he had in mind when he looked them over at Excelsior Springs, and the horses there just did not come up to his expectations.

Engineer Wm. J. Wilson has returned to his duties after an absence of two months account illness.

The paving of No. 149, Williamsburg, to four miles east of Conroy is well under way; also the paving of 32 blocks in Williamsburg and the changing of highway at Walford, Amana and east of Sigourney. A new bridge is being constructed over the Skunk River west of Sigourney, all of which tends to make business good on the Marion Line in the handling of material for contractors.

Ottumwa freight house employes were all wondering what was the matter with A. E. Peterson, demurrage inspector, while at Ottumwa on Monday, May 26. They thought possibly he had lost heavily in the stock market, but later found out that he had just taken unto himself a bride, and all that he had lost was his liberty.

Tacoma District Accounting Bureau

R. R.

MR. G. S. BELL spent a few days in Spokane visiting relatives, also enjoying some ideal golfing. G. S. B. reports Spokane having a very fine golf course.

Leonard Johnson was on the sick list during May.

Ann Johnson entertained the "Old Gang" from the superintendent's office at her home May 19th. An enjoyable evening was spent in cards and talking of old times. Those present were Millie Anderson, Rose Lindquist, Daisy Webb, Florence Hall, Margaret Clover and the hostess.

We all extend our sympathy to Louis W. Bay in the loss of his brother who passed away at Lewistown, Idaho.

We were pleased to have a visit during the month of May from C. A. Lundell of Spokane.

Mr. and Mrs. F. C. Mason spent their vacation in Minneapolis and other parts of Minnesota visiting friends and relatives.

Mr. H. E. Hatch led the Big (Shrine) Parade, Saturday, May 24th, sitting very erect on a beautiful Arabian horse, filling the capacity of his office with great splendor.

Mr. and Mrs. Geo. Pyette entertained at dinner and a social evening the office force of the D. A. B. (with wives and sweethearts), Wednesday evening, May 28th. Those present were: Mr. and Mrs. H. E. Hatch, F. B. Trout, C. J. Turner, W. E. Smith, Frank Opie, G. S. Bell, W. M. Eshelman, F. C. Mason, H. L. Reynolds, Oscar Dahl, Mrs. Chas. Snyder, Misses Rose Lindquist, Millie Anderson, Helen Amidon and Ann Johnson, Messrs. Claude Peterson, Leonard Johnson, A. L. Boyd, Oscar Nero, Geo. Smaby, E. F. Dightman and the host and hostess.

The Washington National Guard encamped during the month of June, and Sergeant Clarence J. Turner reported for duty, being absent from the office a couple of weeks.

Mr. and Mrs. H. E. Hatch left Tacoma June 4th for Toronto, Canada, to attend the Shrine convention being held in that city. An extra baggage car will be attached for the return of H. E. H. if he keeps his promise to his many friends.

Inventory is now in progress and three new comptometer operators are added to the office force temporarily, and we are glad to have with us Adelaide Alde, Ethel Jennings and Mrs. Strong.

Superintendent of Car Department's Office

F. B. H.

AGAIN the summer months bringing the good cheer of vacations are here, and we have several people who are enjoying these first two weeks. One of them is Irv Clouse—they tell me he is golfing (much to his wife's despair) on every course in this vicinity. There is something about that golf-bug, once it bites a person, you are a victim and 'golf you must, regardless of how much the family may rant and rave! Well, we all hope Irv is having lots of fun and will come back full of pep and raring to file.

Francis Anzia joined Irv in golfing for one week, and came back to work with a wonderful coat of tan, and says he had lots of fun.

When Irv Weber heard all this golf talk he could not withstand the temptation and took off the 29th and 31st and joined the boys, and I understand it was a golf tournament that Bobby Jones should have attended—believe it or not.

Our Bernice was absent one day recently and there was much speculation as to her whereabouts. Wayne feared she was ill or had eloped; Irv felt sure she was still dancing at the Aragon (you see they really are jealous of Wayne King), but a little bird whispered in our ear that it was Green Bay, and although she returned wearing a beautiful large ring, it wasn't a diamond, so we won't worry about her any more, not even while she is on a week's vacation in Chicago.

Wayne Morse has just returned from a week at Star Lake and vicinity and he says he had a wonderful time.

Gertrude Haas is spending her vacation at Spokane and Seattle, and reports a fine time. Helen Horan went to Victoria with her grandfather for the Vets' Convention. No report as yet, but we all know that Helen will have a fine trip and lots of good times. When they arrived at Miles City, Louis Wolheim, Robert Armstrong and Jean Arthur were there making movies, and from all reports Helen was so thrilled that it was hard for her to leave.

Of course everyone knows that the Milwaukee Street Car Company is now issuing passes—all you can ride in one week for a dollar. It has caused much comment and argument—Mr. Brock never rides the street car very much and when he heard the story he doubted it, but decided to find out if it were really true, and they say he bought a pass one Sunday A. M. and rode on twenty-five different cars that day. Well, now he believes it, all right, but he prefers to walk home, nevertheless.

Nearly forgot to tell you of the dreadful mistake Irv Clouse made one Monday morning. His wife asked him to carry out the garbage on his way to the garage. Of course Irv did,

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and when he arrived down here Red asked him why he had such a large lunch, and on investigating he discovered that he had deposited the wrong package in the garbage can. Although Irv often tries to convince us that he is the goat, he proved otherwise and sent out for a box of lunch. See—he really needed a vacation.

"Oosie of Dubuque," you're all wet, Because Bernice isn't at Soo City, at least not yet;

And before you spoke, we had arrangements made

With his big brother Lyle, And we are told that they will "hold for awhile."

(Now isn't that too bad?)

Saturday, May 24th, was an exceptionally busy day for our chief clerk, as he moved into a flat on 33rd Street. He says he likes the new place and is mighty glad the moving job is over.

Carl Wood made a trip to the coast and brought his family back with him. One of his little girls had the misfortune to develop a case of measles en route and consequently the family has been in quarantine ever since their arrival in Milwaukee. We hope they will soon be out of quarantine and will be able to get settled and that they find living in Milwaukee very pleasant.

Carl Jaeger reports of a day of heavy labor on May 31st, when he moved into a large lower flat up on 38th and Locust. But he feels repaid for the work because their new home is so pleasant.

Jerry Rosar is the proud possessor of a Buick car. It's real good looking and we thought it was brand new, but Jerry insists that it is not. You could easily fool the public with it, Jerry.

Northern District Car Department

M. J. K.

HELLO, EVERYBODY!

F. J. Swanson, D. M. C. B., was in Chicago May 12th attending a meeting of the Car Foremen's Association, of which he is president.

May 17th week-end found G. Larson, W. B. Wilcox and W. F. Osterwind at Leach Lake on a fishing trip. We were ready and waiting with a truck to go to their assistance but evidently it wasn't needed. We did hear, however, that they had good luck.

Mrs. Wm. Johnson, mother of W. G. Johnson, chief clerk in Mr. Swanson's office, was quite ill, but at this writing we are glad to hear she is much improved.

A card of greeting was received from Jacksonville, Fla., from E. H. Hauger, clerk in G. Larson's office, who is on his vacation.

May 20th was the opening straw hat day at the Minneapolis Shops. G. Larson and S. Hollingsworth ventured forth simultaneously with crowns of summer glory.

The meeting of the Car Department apprentices held May 21st was very interesting, thanks to Checker Wm. Raetz, who kindly assisted in explaining and reading the various items of A. R. A. billing rules; also the valuable information furnished in regard to checking repairs. Come out to all our meetings, Bill, we need you.

At Minneapolis Shops we are all mourning the loss of our beloved friend, Miss Grace Tuttle, clerk in the Car Department office, who passed away quite suddenly following an operation. We are extremely sorry and extend

our deepest sympathy to Mr. and Mrs. W. E. Tuttle and family.

We hear that Tal Hughes had a dream come true recently in the form of a fine car. When do we ride, Tal?

Mr. Swanson, how about that burnt bearing or hot box, or what was it at Owatonna on the Studebaker?

Messrs. C. Petran and J. Haas were very welcome visitors at Minneapolis, June 3rd and 4th.

AT ST. PAUL:

Henry Mehofer covered himself with glory, according to his own words, May 3rd when he ventured on a fishing trip for bullheads.

Henry Einfeldt, a veteran of many years in Car Department service, returned to work recently after a leave of absence for some months.

Ole Hanson, a fisherman of note throughout this state, has been laying down a barrage, concerning what happens when a regular fisherman ventures forth at the opening of the season.

Fred Peterson makes his periodical trips to Faribault and advises that the peony crop will be better than ever.

Foreman Washburn attended the staff meeting at Milwaukee May 5th.

AT ABERDEEN:

At 7:00 A. M. on June 8th, approximately 175 Car Department employes and their families boarded the special train for Montevideo to attend the Milwaukee Picnic. "Hail, Hail! the gang's all here."

Carman M. Weig left June 3rd for Wesley, Iowa, account of the serious illness of his aged mother.

Walter Moffenbier, pipefitter, returned this morning from Sioux Falls where he attended the state convention of the Elks' Lodge held June 3rd and 4th. Mr. Moffenbier is a member of the Purple Guard of the Aberdeen Elks No. 1046.

A scenic spot on the Milwaukee Road heretofore unadvertised is the Car Department Park at Aberdeen. At the present time it is unusually attractive with green grass, pink and white flags and a unique flower stand.

Some of the very best fishermen in the state of South Dakota are employed in the Aberdeen Car Department. Our list is headed by John Voet, closely followed by Mike Weig, Charles Miller and Otto Gast. The above named quartet recently went to Ortonville on a three days' fishing trip. As usual John Voet reports catching the largest fish, which measured 4 feet 6½ inches, according to his measurements.

Because of the lovely day on June 3rd, Oscar Henrikson and family "Chevied" out to the Elm River and caught fish such as were never caught before. Let us in on the secret spot, Oscar, and we will all go and incidentally enjoy the scenery on the way home around 11:00 P. M.

District M. C. B., F. J. Swanson advises: "The Northern District Car Department employes or forces completed their four straight or consecutive months without a reportable or lost time injury. This, we assure you, is greatly appreciated and should be appreciated by each individual as it does away with all of the suffering and pains brought upon those injured, as well as their families. Co-operation, good fellowship and personal interest is the keynote to success; let us continue the good work and keep the slate clean for the balance of the year."

S. C. & D. Division

M. F. Kasak



B. Brashear

Mutual Life Insurance Company of Philadelphia.

Mr. Peterson, general agent for the Provident Company at Seattle, was returning from Chicago, accompanied by his Sioux City friends, Messrs. J. Oliver Brojeen and Hobart Brake, when he suffered an attack of acute appendicitis. Conductor Brashear on learning of his plight, stopped the train and wired ahead to Charter Oak, requesting a doctor to meet the train on arrival to give Mr. Peterson the necessary attention to enable him to proceed to Sioux City, where a successful emergency operation was performed.

The fact that Conductor Brashear interested himself in Mr. Peterson's behalf, made an unscheduled stop and held the train at Charter Oak for fifteen minutes while the doctor administered to him, has brought the S. C. & D. Division and The Milwaukee Road much favorable comment.

It is just this sort of concern for our patrons' happiness and safety while traveling "The Milwaukee Way" that we must depend upon to substantially increase our business. Conductor Brashear certainly is commended for his alertness.

Hank Hoyer, of the Engineering Department, finally wilted before the onslaughts of the fair sex. Hank was married during the first week of June to Miss Faye Nordstrom, of Sioux City. We, of the division, offer you our congratulations and hope that your life together will always be happy and successful.

Division Engineer H. C. Munson is the proud daddy of a son and heir. The young man arrived in this big world of ours at 11:00 a. m., Monday, June 2.

H. B. Olson, former third trick operator at Sioux Falls, was a welcome caller Sunday, June 8. As you all know "H. B." is now located at Watertown, S. D., where he is the city's chief trafficker in hen fruit and related products. "H. B." reports that he is doing well and surely looked his part. Glad to have you call "H. B.," come as often as you can.

Car 5808 with Mr. Buechler and party was in Sioux Falls to convey the soldier boys over our division on their way to camp to do squads right and left. These boys are as bad as the ladies for word has been secretly passed that the stylish coat of tan was the main objective.

Mrs. W. S. Morton, wife of Assistant Engineer Morton, on the new terminal job, and Mrs. Jamison, wife of Rodman Jamison, have arrived in Sioux Falls to make their homes during the construction of the new terminal.

At this writing, the grading for the tracks to the new roundhouse is nearly complete.

Engineer Morton and his party have been very busy using their portable spy-glass to find places to put a lot of nice new stakes they have now. Ax Bearer Gilpin reports a sore arm

on account of having to set so many stakes. It won't be long now.

There have been a number of changes in the clerical positions on the division lately. Ye Correspondent now holds down the chair of roadmaster's clerk at Sioux Falls, Ray Wade-liech, that of chief carpenter's clerk at Sioux City, and Mildred Ness that of bill and voucher clerk in the superintendent's office. Fred Costello is Mr. Buechler's personal stenographer in place of Joe Caba, resigned.

Folks, Sioux Falls is a great city to live in, especially for the newcomers. Since last spring it has been the custom to present each new family that moves into Sioux Falls with \$25.00 worth of groceries and other items with the compliments of the merchants and wholesalers of Sioux Falls—that is only half of it, though. Being a newcomer, these gentlemen have presented me with this gift, so it won't be necessary to pawn my watch for another fifteen days.

Would like to have the heads of the various departments appoint someone in their department to gather and send in news items to M. F. Kasak, care Roadmaster, Sioux Falls. Let's have some items each month from each department so that the S. C. & D. column will be of interest to everyone on the Division. Send in your contributions by the tenth of the month.

Jerry Murphy is uncle again. This is the second time that this title has been conferred upon him. He carries his honors with all the dignity and grace that a true uncle should.

Red Hot Coals from the Racine and South Western Division

L. J. L.

WE have a kittenball team composed of our best talent, viz., Chambers, Zimmerman, Lane, Cochran, Richards, Koester, Elder, Weinke, Rumelhagen, Morrissey, Karg and Cioni. These gentlemen played the Roach Wolfgram "Chevies" and defeated them by a score of 8 to 1. Elder and Morrissey performed on the mound and allowed only five scattered bingles. Umpiring done by Cioni and Chambers—NUFF SAID.

Koester and Rumelhagen spent the Saturday and Sunday after Decoration Day in Kansas City. They were very well pleased with the trip, and spoke well of the Southwest Limited.

Former Ticket Clerk Elliott Fessenden is now on the Beloit police force. Understand he is on the lookout for offenders of the parking laws.

Geo. Messer, our roundhouse foreman, is planning on taking up golf—that's what "Bob" told us, so that's all we can say at this writing.

Fred Eisenbart says his lucky day is Friday the 13th, as June 13th was on Friday. We should be able to tell you what happened in the next issue.

Brakeman Leonard Clark and Fireman O'Brien had a narrow escape from serious injury when they were struck by a North Western passenger train. They were driving a light truck, and as they came onto the crossing O'Brien saw the train coming toward them. He jumped to safety, but Leonard was unable to do this and was thrown from the truck, with his head only a few inches from the track. Outside of bruises they are both in normal condition. We are certainly glad that they escaped serious injury.

Auditor C. E. Whitt does not think much of the fishing around Beloit. He recently tried Lake Koshkonong and all he got was cold hands. Charlie says his hands were so cold that when he attempted to bait his hook

he could not tell if he had the hook in the worm or in his hand.

James Sweeney, agent at Freeport, visited at Beloit a day, the first part of June.

R. M. Telfer, former agent but now retired, makes an occasional call at the ticket office. Although Mr. Telfer is in his 81st year, he enjoys excellent health and is up and around every day. Last winter he spent his time in Clearwater, Florida, fishing and bathing.

Trains number eight and nine now operate through to Davenport via Moline, instead of Clinton, Ia. This should bring us more business for Moline and Rock Island.

Engineer Fred Miller has bought a real nifty Chrysler sedan. Fred says, "once you have a Chrysler, always you want a Chrysler." You and me, both, Fred. It would be rather hard to make Zale believe this.

We have a baggageman on the Beloit-Madison run who goes under the name of "Doc" Gloom. Further information may be had by asking the conductor.

The following employes secured business for our passenger trains: Engineer Corbett—one ticket, Beloit to Burns, Ore., via our line to Omaha; Felix Raue, accountant, one ticket, Beloit to Orlando, Fla., via our line to Chicago; Mary Howard, one ticket, Beloit to Portage via our line; Elmer Stewart, engineer, one ticket, Janesville to St. Paul via our line. This is very nice work on the part of the employes not directly concerned in the solicitation of passenger business. It shows they have the interests of the "Milwaukee" at heart.

Baggageman Butler recently received a nice tin cup from some of his co-workers. He is now in the market for a good dog and cane.

J. H. Chambers is leaving at this writing for a fishing trip in northern Canada. He will be gone about two weeks. Jim is quite successful in capturing some nice catches on his jaunts to the northern woods.

"Gus" says, "Well, we go to the basement tonight and have a couple of games." Deutschland ueber alles.

Conductor F. A. Matson took a few days off from his duties to do his annual job of clipping bond coupons. Frank predicts the stock market is going to rise.

The passenger depot has received a real going-over. The walls have been painted a cream color, and the woodwork all varnished. It sure made a great improvement and many nice comments have been received about its appearance.

Fairchild states the grass around the passenger depot is very hard and brittle; anyway, something broke a blade in the lawnmower. Maybe it was the fault of the mechanic, "Peg."

Engineer Doc West received word that his brother was killed when struck by train No. 47 at Delavan, Saturday, June 7th. Arrangements for the funeral had not been made at this writing. The employes of the Racine and South Western extend their sympathy in this unfortunate accident.

The gravel business is on the gain, quite a few cars are being loaded every day, and several of the younger men have gone back to work.

Zale Fulrath and wife are on a vacation. They will visit Grand Canyon, Los Angeles, San Diego, San Francisco, Portland, Vancouver and Spokane.

Rockford Personals

Mr. Thurber, our superintendent, came over from Beloit on May 9th to visit us.

We now have a mail box (belonging to Uncle Sam) just a few steps from our office, and so, if you find any of our girls unusually

Why Not Insure Your Time?

If you are working for wages or a salary, you are selling your time to the man you work for.

That time is as valuable to YOU as the stock on a merchant's shelves is to him.

You should insure your time against loss by accident.

If you were hurt in an accident and couldn't deliver that time to your employer, would you get paid for it?

You would, if you owned an Accident policy in The Travelers. In time of great need it provides a substitute for your pay check. Ask for full information.

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busy, you will know they are writing a letter to their sweethearts and are anxious to get same completed before the mail is picked up.

Rose is now riding in another open air taxi. No wonder Van thought it necessary to buy a new Ford. Look out, Harley; you don't know Rose as well as we do.

Did you hear about Rose trying to leave the office at 10:30 on May 15th to attend the suburban sale? What's the matter, Rose? You weren't afraid of losing out on some bargains, were you?

Rose, Clara, James, Bessie, Thelma and Jerry motored down to Hampshire on May 19th to see John Shanahan, whose mother passed away that morning. John's many friends on the division extend their sympathy to him in his bereavement.

Otto Stainer, of Mr. Wickes' office, dropped in on us on Thursday, May 15th.

The district O. S. & D. meeting was held at Rockford on May 23rd. Those from out-of-town included: Mr. Thurber of Beloit; Mr. Wickes and Mr. Stainer of Chicago and Mrs. Sweeney of Freeport, besides several others who are not known to the writer, and so I am unable to include their names in this item, but we intend to slight no one.

Mr. Johnson, our agent, was at Milwaukee on May 28th. He told us he was going up after some beer. Evidently he doesn't care for the South Rockford product.

Clara, our demurrage clerk, is enjoying a week of her vacation the week of June 9th.

Thelma Anders spent the week-end of May 30th, 31st and June 1st at Milwaukee, and sure had her fling in society.

It is the general understanding at our office that one of the feminine sex agreed to reform our demurrage inspector, Mr. A. E. Petersen, as he was married a couple of weeks ago. Best luck to you, Mr. Petersen, and also you, Mrs. Petersen, and may we say that we hope to have the pleasure of meeting you some day?

Milwaukee Terminals

Ann

"GREETINGS," said Yardmaster Art Reiss, as he came back to work a short time ago. We were all glad to see him back, too.

Tom Evrard is also back to work, and sends the following to his fellow employes:

"I hereby acknowledge receipt of the sum of ninety-six dollars which enabled me to take necessary treatments at Excelsior Springs, Missouri, for relief of rheumatism which kept me out of service the better part of five months. The treatments I received at the Springs were very beneficial and I am now able to perform my regular duties. I am sure had your financial aid not been received, I would still be unable to work. Please accept the sincere thanks of myself and family for your kindness."

The stone for the new Milwaukee Court House is being brought in on our railroad from Bedford and unloaded in the Chestnut Street Yards.

Work is being started in the building of a new track between Hawley Road and West Allis which will give switchmen a much better chance to do their work and serve their district and should bring increased business. Switchman Yannu is the new foreman in charge of the West Allis crew.

Engineer William Duer, Fireman Fred Kasten and Switchman Thos. Varicka deserve credit due to their quick action in putting the fire out at the bridge over Arnold Avenue on the West Allis Line. Had it burned five minutes longer, there would have been no bridge.

We extend our deepest sympathy to Switchman Hans Christensen in his recent catastrophe. Hans is improving gradually and wants to thank the boys for the good work they did for him. A number of the yardmen are helping Hans get a start on a new home.

The roof at Muskego Yard office almost fell down when Mr. W. J. Cavanaugh paid us a visit recently.

Many inquiries have been made as to who the switchman was who is called "Lena." Kindly submit answers quickly.

The grade separation at Oklahoma Avenue will be completed within the next month. This is a very fine improvement and should save many crossing highway accidents.

The death of Yardmaster George Cull's father brought sorrow to many Terminal employes.

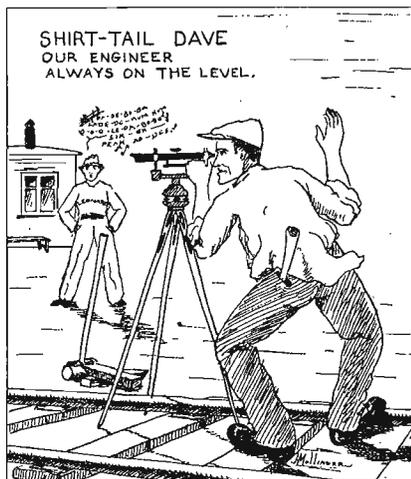


Robert Foley

Allow us to introduce Robert Foley, who at the time was impatiently waiting to load up a pile of ties. Bob's favorite statement is, "Speed It Up, Boys!"

LOST — In some unaccountable manner, the white cat was locked up in a Galewood merchandise car leaving Stowell Station during the week of May 12th. Anybody learning whereabouts of same kindly communicate with Ed Farrell at Stowell Station, as same is sadly missed by the boys. It must, however, be a white cat as no other will do.

New Reed Street improvements are rapidly being completed and soon we will have one of the most modern team tracks in Milwaukee in service. The work consisted of widening driveways and re-arranging tracks.



Above is a familiar likeness of David Stewart, a civil engineer, now working in connection with the Muskego Yard changes. The cartoon was submitted by H. Mollinger, son of Yardmaster August Mollinger.

The camp at North Avenue recently enjoyed the radio message delivered by Mr. Samuel Insull, Jr., over station WENR, on Self-discipline. There were seventy-three extra gang laborers, five assistant foremen, Nick Nashos, the foreman, and all the camp help listening in over a radio loaned by one of the clerks. While these men were enjoying their meal in the diner, they were also instructed along the lines of Safety First. Arrangements for this

were made by General Foreman Emil Foug, who has charge of the grade separation work.

Bob Esser made his appearance on the job the other morning with a shanty on his right eye that some carpenter must have put there. We will have to consult Bob to find out who the carpenter was.

Since Roadmaster Armstrong raised and straightened up the track in the Fair Grounds, West Allis has some good team track room. Agent Paul Dore can be heard telling about these facilities at any time of the day—just tune in on West Allis.

John Callahan of the Car Record Office is the proud father of a nine-pound baby boy.

In performing your work, train yourself to be safety conscious at all times. Yours for Safety First.

Notes from the Local Freight Office, Tacoma

R. R. T.

WE are pleased to report the return to the yard office force of Malcolm Wood, who has been away on leave of absence and put in the winter months as yard clerk in Milwaukee—although that seems rather an inopportune time to leave the balmy climate of the Puget Sound region and brave the rigors of the Wisconsin brand of weather. Malcolm has us all hanging spellbound on his words as he tells us all about the magnificent scale on which the work of this railroad is carried on in its home town, but some of us would want to go back there to work, nevertheless.

Lester Prescott, the yardmaster's clerk, was away on a vacation recently but due to the unfortunate circumstance that the roof of the paternal residence needed reshingling, he had no time to go on a trip away from home. It seems like a shame to have to put in a vacation in such menial work, but Lester seems to have enjoyed it.

Miss Willa Lindsey, bill clerk at the local freight office, heard the call of the far north and is using her vacation and somewhat more than that for a trip to Alaska, where she will visit our former Miss Sophie Hanson, who is now married and living up there. As Sophie acquired her present hubby on a similar vacation trip to Alaska, there is of course a lurking suspicion in the minds of Miss Willa's many friends that her vacation trip may have some ulterior motive and that she may return bearing with her the heart and diamond ring of some eligible sourdough from the Land of the Midnight Sun. Well, we shall know more about it when Willa gets back.

Ralph Bement, assistant agent, is developing into a real golf expert who can beat Major Hoople's figures any day, hands down, and who would much rather chase the pill around the Meadow Park course than go home and eat. Not long ago, however, he was terribly handicapped in a match game between his club and one of those at our neighboring village of Seattle, due to the fact that a careless firm of cleaners had failed to return his plus-fours in time and Ralph thus had to play in long "pants," which threw his game away off. It seems queer to a non-golfer that plus-fours, or rather the want of them, should have such an influence on the game, but such seems to be the case.

Agent F. J. Alleman, with his family, has recently been enjoying a visit from Mr. Alleman's brother Peter, and his family, who drove to Tacoma from the south, but left by train for their home, F. J. having taken such a fancy to his brother's Hupmobile that he bought it from him. Mr. Peter Alleman is a moving picture theater magnate at Clinton, Iowa, and thereabouts. Of course F. J. showed him all the sights of the Northwest while he was here,

including the usual trip to Vancouver. B. C. Querer to relate, however, he did not like it very well up there and soon returned, stating that the town was too wet to suit him—meaning that it rained all the time they were there.

Kenneth Alleman is relieving Miss Willa Lindsey on the assistant bill clerk job, after relieving on the demurrage desk at the yard office for twelve days.

Fred Rehbock, the general yardmaster, was away for a vacation trip to Iowa and those parts, during which time he had to eat just one chicken dinner after another. During his absence Howard Montague acted as general yardmaster, while Mel Kongsli took "Monty's" place and Art Palmer bossed the yard on the third trick.

The local office force is all disrupted, so to speak, leading a miserable existence, cooped up in one corner of the office, while the whole office is receiving a new surface on its concrete floor. It is inconvenient while it lasts but it will sure be nice to have a good, smooth and level floor again in place of the old one, in whose crevasses members of the office force have been lost on several occasions, while the boulders sticking up out of the eroded plateau wore out the shoes and the dispositions of the office force equally fast.

Elmer Guttormson, our good natured giant of a chief yard clerk, has been deprived of the use of his car for several weeks just as he needed it for entertaining visiting friends from Ontario. Some misguided truck driver butted right square amidships into the Guttormson family limousine and reduced it to a mere shadow of its former self. The insurance company has been so slow in settling for the damage that Elmer has been sorely tempted to buy a new car instead, but at latest accounts the car is expected to be out of the hospital pretty soon now.

John Dickinson, our sharpshooting telegraph operator at the yard office, carried off still another trophy at a recent competition at Vancouver (Wash.) Barraacks, where he carried off third in the only civilian class; a third of this kind, however, is almost as good as a first, as there was only one point difference between first, and the two who were tied for second, of whom "Dick" was one. As the other second, however, had just a shade the better of the score at the longer distances, "Dick" had to take third. Congratulations, nevertheless.

Since writing the first of these lines Malcolm Wood has left us for Kansas City. We hope he may strike a real good job down there.

Tomah Chapter

Mrs. Herman Lanke, Historian

TOMAH CHAPTER held its last meeting in the community rooms in the public library, June 4th. The meeting was opened by saying the club motto and singing the club song, "Bells of Harmony." Routine business was taken care of and plans made for our annual picnic, which is to be held at the tourist camp grounds, June 22. All railroad employes and their families are invited.

Relief and Sunshine work were stressed by our president, Mrs. Wm. Brown, urging that the members be never tiring in their efforts to relieve distress; to bring cheer and happiness to any Milwaukee family in our chapter. Our Mutual Benefit and Sunshine chairmen and their committees have been very busy for the past two months doing Relief and Sunshine work. They reported two relief cases, thirty calls, and six cards sent. The club members were sorry to learn that our treasurer, Miss

Ada Last, was taken to the hospital for an operation for appendicitis, and we are glad to know that she is doing nicely and will soon be with us again.

Everyone was anxious to hear from our membership chairman, and we did cheer when the report was read that we had gone over the top, and won the \$15.00 prize we were working for. We knew we would win, as our chairman and her committee never give up until they have conquered what they undertake. Our Ways and Means chairman announced over 65 pails, of Garden City Cleaner sold. It's a wonderful cleaner; if you don't believe it, try a pail. Her next plan for making money is selling kitchen tongs, another handy and useful article, which she will have on hand at all times for the next few months. The Sunshine collection was then taken and the meeting turned over to Mrs. Louis Thom, chairman of the program committee. We enjoyed the remainder of the evening by listening to a very interesting and entertaining program.

Our next meeting will be September 3, and we hope everyone will be ready to work after a two months' rest. Of course, the Relief and Sunshine work will go on same as usual, with every member on the committee so no one will be neglected.

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

DEER LODGE CHAPTER held its last meeting until fall, on June 2, at the club house, with President Mrs. S. B. Winn, presiding. At this time drawings were made for the \$10 gold piece, which was awarded to Mrs. J. A. Gerard. A good sum was realized from the drawing, making it possible to expand the scope of rendering assistance where needed.

Special attention was directed to the membership contest and the incidental prize of \$15 to the chapters reaching their last year's quota. All active members were urged to obtain at least one other in order to bring our chapter in line for an award.

There being no further business the club adjourned until September, and musical selections by Mrs. Bessie Hoskins and Mrs. Erma Bagley, followed by cards and refreshments brought the meeting to a pleasing close.

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

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THRIFTY SANDY

Sandy (to his daughter): "Young McPherson has asked me for your hand, and I have consented."

Daughter: "You dear old dad!"

Sandy: "So never mind going to the dentist's now to have that tooth pulled—wait until you are married."

208
South La Salle
Street

Deposit on schedule in a
savings account at this bank

CENTRAL TRUST
COMPANY OF ILLINOIS
CHICAGO

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

For Rent by Week or Month—Electric-lighted furnished cottages, from \$10 to \$30 per week, as to size. On a beautiful sand bottom lake on the Superior Division of the Milwaukee. Safe bathing beach for the kids. Store in connection. In the heart of Northern Wisconsin pines. Patronize a fellow employe. Pike, bass and pickerel abound. For descriptive folder and reservation date write—R. Maguire, 740 34th St., Milwaukee, Wis., Engr. Mil. Terminal Div., C. M. St. P. & P.

For Sale—Pedigreed New Zealand white and Stahl's gold certificate Chinchillas all ages, prices reasonable. Tanned chinchilla pelts 75 cents each. Vangilders Rabbitry, Box C, Tomahawk, Wis.

Wanted for cash, a late model Ford or Chevrolet. Must prove ownership of the car. Communicate with Walter Lapinski, 5116 Medill Ave., or at the Local Freight Office, Chicago, Ill.

For Sale—6 grave section, located at Wisconsin Memorial Park, Milwaukee, Wis. America's finest Burial Estate, no tombstones or mounds, nothing gruesome, perpetual care included, for particulars see Frank F. Steiner, 64 38th St., Milwaukee, Wis.

For Sale—Remington Typewriter, in good condition, \$20. Write C. E. Buzzell, Agent, Leaf River, Ill.

For Sale—Nearly new, modern five-room house, in new residential section. Hardwood floors, tile bath and built-in shower, tile kitchen drain boards. Wired for electric range. Full concrete basement. Gravel driveway in rear. Garage in basement. \$4,500.00. Terms. Mrs. C. E. Wood, 3825 North 8th St. Phone Proctor 2858-J, Tacoma, Wash.

For Sale—Three-room house and 5 lots, at Bay City, Wis., at head of Lake Pepin. Good fishing and hunting. Price right. A. M. Groetsch, Agent, C. M. St. P. & P. R. R., Postoffice, Nelson, Wis., Box 74.

For Sale—Choice, improved 50-foot lot, located a short walking distance from C. M. St. P. & P. railroad station at Bartlett, Ill. Property is situated in a new subdivision, where a number of Milwaukee Road employes reside, and where convenient and excellent living conditions prevail. A modern home can be erected at low cost and paid for in small monthly payments. Values are increasing and an immediate purchase will afford a considerable saving. Communicate with A. D. Gove, care Auditor of Overcharge Claims, Chicago, Ill.

For Sale Cheap—Boston Terrier female puppies. Good markings and color. All papers for registration. Price, \$15.00. F. J. Jiran, Groton, S. D.

Pedigreed and registered Chinchillas all ages. HIGH QUALITY STOCK. Mink for fall delivery. D. C. Jorgenson, Agent, Chester, Iowa.

For Sale—Boudoir, table, radio and floor lamps, with or without shades, cigar humidors, cigarette humidors, all made from Montana Red Cedar. C. C. Field, 804 California Avenue, Deer Lodge, Mont.

For Sale—\$145.00 silver-finished, gold bell saxophone; good as new, for \$100.00. Cash or good note. D. A. Kemerling, Section Foreman, Rapid City, S. D.

For Sale—Cottage in heart of deer country, good muskie fishing. Located on Clam Lake on STH. 77. Three car garage, fireplace. \$600 cash. Terms if desired. M. E. Millard, 627 Leubner St., Wausau, Wis.

For Sale—Young Chinchilla rabbits of very good color and of very good stock, 50c each. Mr. William Spital, 4032 32nd Ave. S., Minneapolis, Minn.

Help Wanted

(Continued from page 17)

Resolutions.
Report of Committee on Railroad Business Mail.
Resolutions.
Report of the tellers covering election of the Committee on Nominations.
Report of the tellers covering election of members of the General Committee.
Resolutions.
Adjournment.
Details of the discussion of the various subjects and the result thereof will appear in subsequent issues of the Magazine.

The Des Moines Division

Charles Crawford

I STARTED to railroad in August, 1872, working for the Illinois Central as a brakeman from then until the fall of 1875—quit there and in the spring of 1876 worked as a section hand for the Rock Island Road, but in the fall of 1877 I quit and went back to Adel, Iowa, to live.

The people in and around Adel formed a railroad company to build a narrow gauge road from Waukee, Ia., to Adel, Iowa, the officers of the road being:

Mr. Ben Green, president.

Mr. T. J. Caldwell, secretary.

Mr. Lambert, treasurer.

They named the little narrow gauge road "Des Moines, Adel & Western," and in April, 1878, they started to build the road from Waukee to Adel.

Farmers living near Adel and people

at Adel donated and gave their notes for enough money to build the road. I know I gave my note for \$50.00 to help build the little road and in April, 1878, we all started to work to help get a railroad to Adel. In July, 1878, we got the grade out to Ortonville, then the company got one car of rails and three cars of ties and one car of spikes, bolts and fish plates (in those days they didn't use nutlocks). The rails were 24 feet in length and were 25 pound iron rails—the ties were 5 feet in length.

We started at Waukee to lay rail—had a little push car and we hauled the rails on it and after we got out of Waukee we had a big bay mule pull the load of rails out and we would push the car back empty, and one man would ride the mule back and that is the way that we started to build the road to Adel.

When we had the rail laid out about two and one-half miles the company got a little engine, called a saddle tank engine, with four drivers and water tank on top of the boiler. (Guess it was named all right.) This little engine would push out the little push car loaded with rails which it only took two men to load—ties were hauled out in wagons.

We got the track laid to one-quarter of a mile east of Coon River which runs along the east side of Adel, and stopped the work here for the winter. Built a little engine house and the company got one box car and put benches and stoves in it and that served as their first passenger coach. The members of the first crew were:

Mr. Sam Ward, engineer.

Mr. Bill Hadden, fireman.

Mr. Thomas Ashton, conductor.

And I, Charles Crawford, was the first section foreman.

There were no side tracks on this little narrow gauge road, the train would back over to Waukee and head back to Adel and would go over and back once in the forenoon and once in the afternoon. (Good service and a good road in those days.)

The railroad company let the contract for the bridge across Coon River to Pefond Brothers of Redfield, Ia.

I was in charge of the section until December 13, 1878, when I was laid off, so I got a job on the new railroad bridge and got 75 cents per day, and was awfully glad to get it, too, as that beat nothing, I can tell you.

The railroad bridge was completed that winter, and the first of April, 1879, I started to lay the track across the bridge to a point where the company built a little depot just west of where the water tank now stands at Adel.

I also put in one side track at Adel and one at Waukee, and this is how the first seven miles of track was built on the Des Moines Division, which now belongs to the Milwaukee Road and which I honestly think is the best road on earth—I am for the Milwaukee Road, first, last and always.

RAH FOR THE CAN OPENER

"If you think you have wed a cook."

The bride declared, "quite wrong you're guess'n;

Our wedding simply means, my dear,

More business for the delicatess'n."

—Cincinnati Enquirer.

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

You will find willing and able counsel among their officers.
Take your problems to them and let them help you.

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*MORE than 77 years
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1

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And that is regularity.

A definite amount deposited
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week quickly builds up a
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folk can tell you how true that
is. They know it is the one sure
way to save. Why not try it
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Savings Town

**FIRST WISCONSIN
NATIONAL BANK**
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Unit of Wisconsin Bankshares Corporation

121

One hundred twenty-one banks,
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the middlewest and northwest,
are affiliated with the North-
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This great banking group
serves the same territory as the
Milwaukee Road. . . Look for the
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MINNEAPOLIS
Resources Over \$483,000,000



You Can Safely Put Your Trust
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Founded 1890
Affiliated with Northwest
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Ready money in a savings bank smooths away worry. It gives security and a sense of independence; it opens opportunities in times of prosperity; it pays living expenses in adversity; it finances worth-while vacations; it aids development in business; it is available for advantageous buying.

You are invited to save at the First where the background of stability extends to the founding of the First National Bank of Chicago in 1863. Three per cent compound interest is a real aid in building cash reserves.

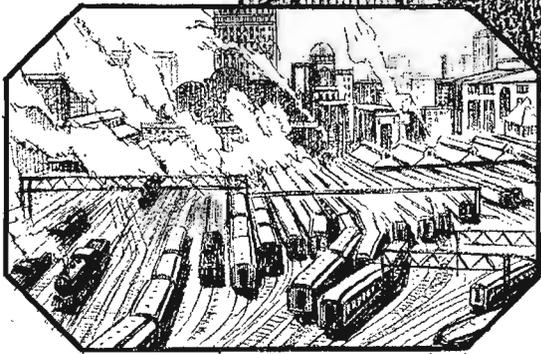
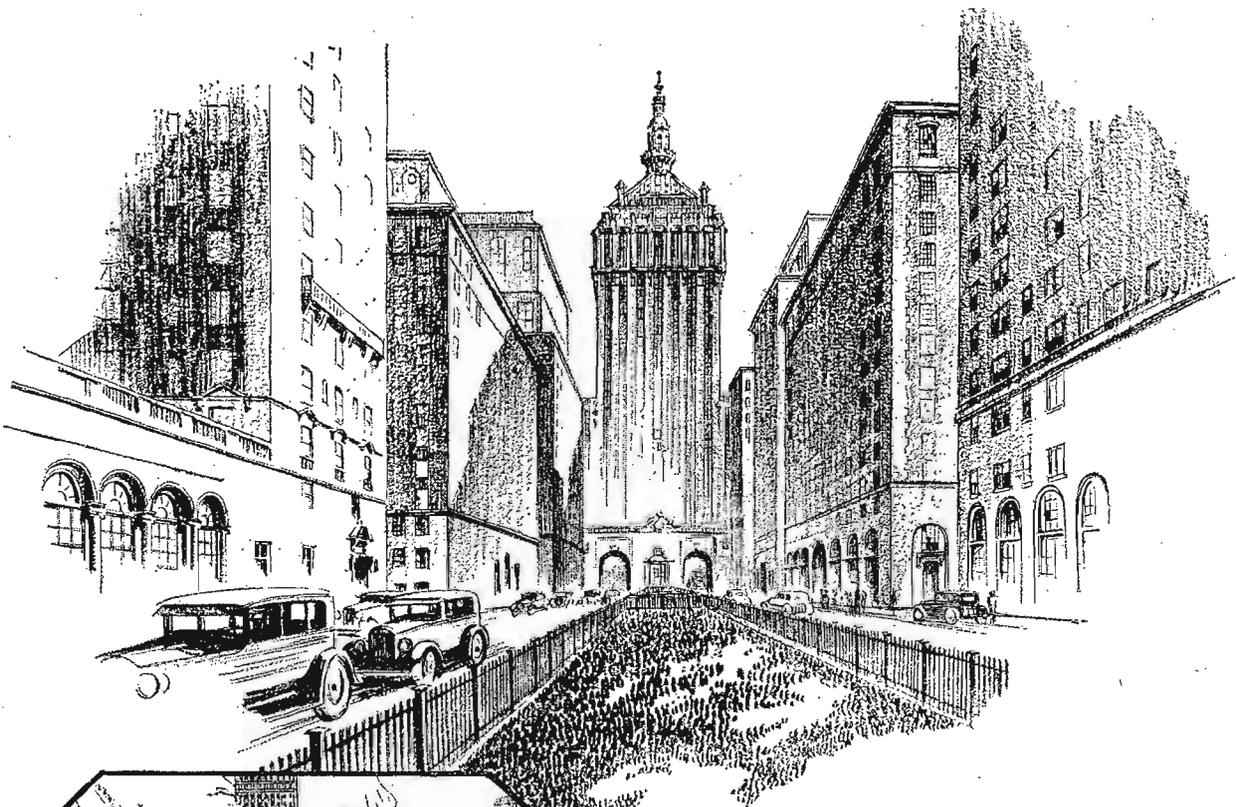


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Combined Resources Exceed \$600,000,000
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ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE



THE NEW YORK CENTRAL *electrified to improve terminal facilities*

The electrification of the New York Central terminal, which enters the very heart of New York City, created millions of dollars in real-estate values and made possible the handling of immensely increased passenger and freight traffic.

It enabled the reconstruction of the Grand Central station for operation on two levels, the building of a new street above the depressed tracks, and the average daily handling of 475 trains, 4,000 cars, and 134,000 passengers.

The electrified zone includes 360 miles of single track on which are operated 83 main-line passenger locomotives, 346 motor cars for suburban service, 2 freight locomotives, and 7 switching locomotives. Two complete power plants, with a total of 110,000 kw., are in use, together with the necessary substations.

During twenty years of operation, constant additions have been made to the electric equipment in order to meet the ever-growing demands on this terminal, which serves a territory embracing half the population of the United States.

Manifold advantages of electric operation have resulted from the use of electric locomotives and cars on main and branch lines, at terminals, and in suburban traffic; gas-electric cars for light-traffic lines; oil-electric locomotives in freight yards; and gas-electric buses for feeder service. Electric floodlights expedite freight sorting, and electric signal systems promote safe transportation.

AMERICAN LOCOMOTIVE GENERAL ELECTRIC