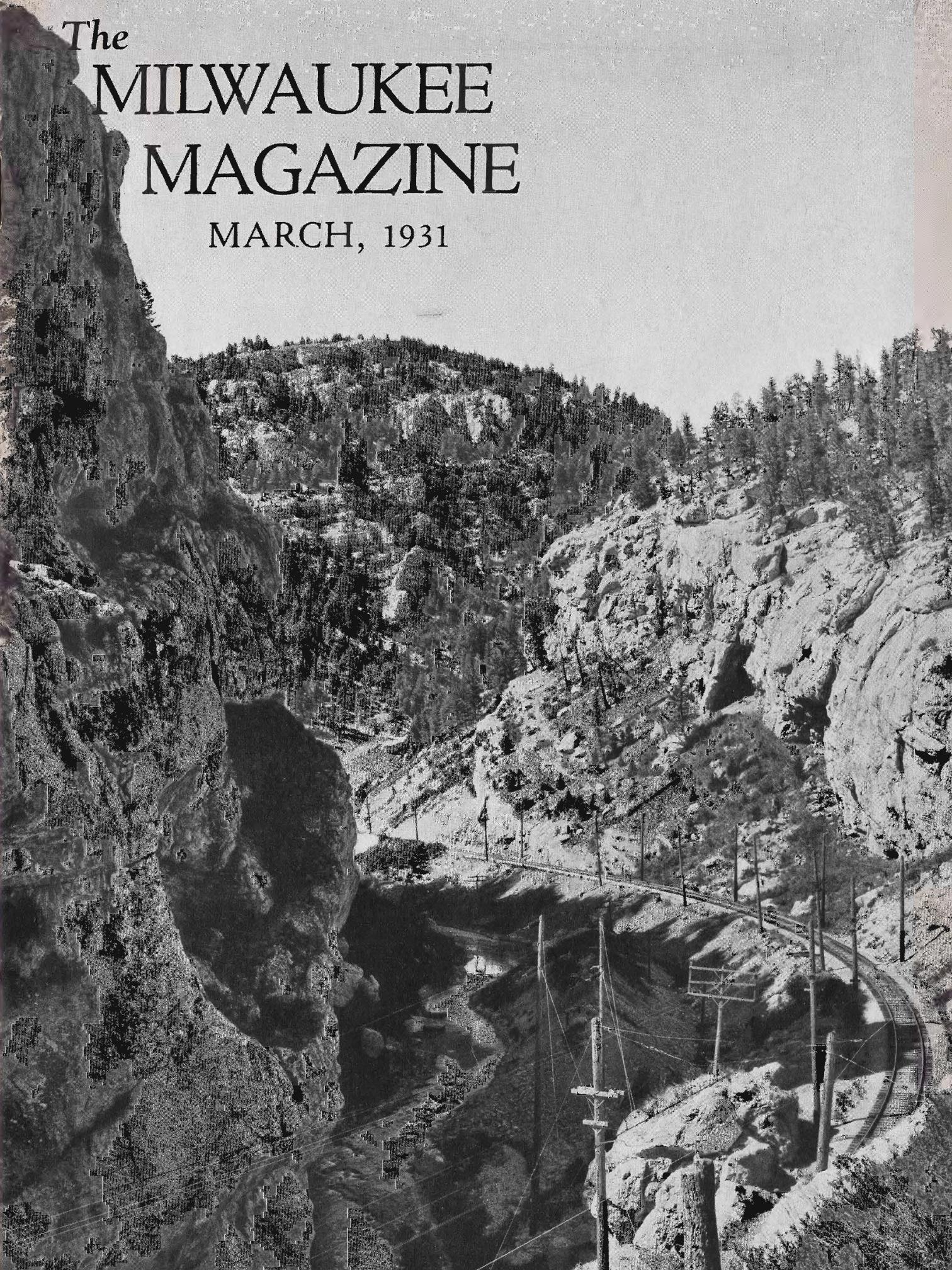


The
MILWAUKEE
MAGAZINE

MARCH, 1931





- BUNN SPECIAL, 21 jewels, 10k yellow gold-filled case.....\$60
- BUNN SPECIAL, 21 jewels, 14k white or green gold-filled case.....\$65
- BUNN SPECIAL, 23 jewels, jeweled Motor Barrel, 10k yellow gold-filled case ...\$70
- BUNN SPECIAL, 23 jewels, jeweled Motor Barrel, 14k white or green gold-filled case.....\$75
- SANGAMO, 23 jewels, jeweled Motor Barrel, 14k white, green or natural gold-filled case.....\$90

... Meet

Lou (Accuracy) Acker

Fifty years a watchmaker. Technical Superintendent of Illinois Watch since 1907.

He is one of the finest watch craftsmen in the world. He is telling some of your fellow railroad men about the 60-hour mainspring in all Illinois Railroad Watches. It is the greatest achievement in watch engineering up to the present time—and exclusive with the Illinois Bunn Special.

You know what reserve power means to a locomotive. The Illinois Superior Motor Barrel permits the use of a longer, thinner mainspring that gives the watch reserve power. It insures accurate time for 48 hours and keeps the watch running for 12 hours longer, should you forget to wind it.

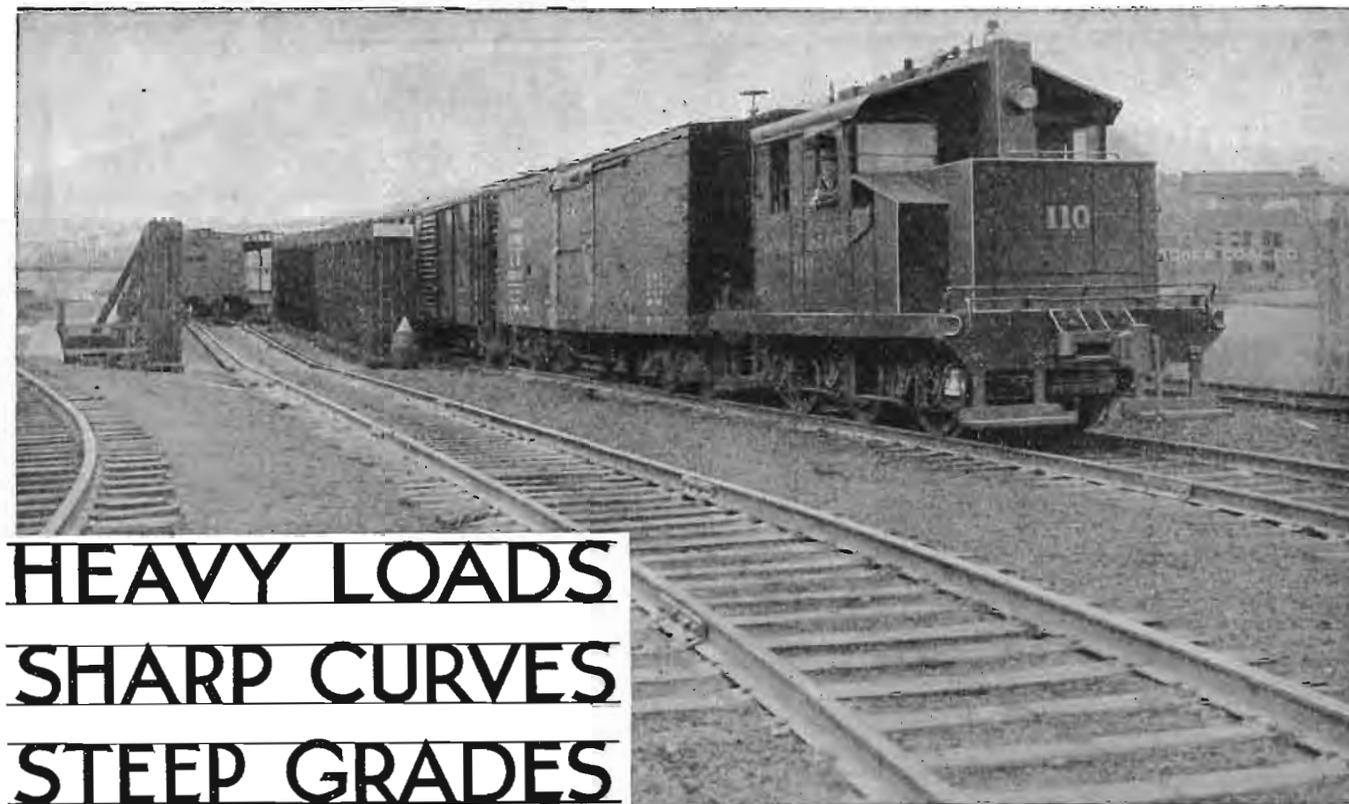
In addition, the Illinois Bunn Special is adjusted to six positions and gives one degree keener accuracy. These and other exclusive features have made Bunn Specials the outstanding timekeepers on American railroads.

Any jeweler who knows railroad watches will praise their unfailing reliability. He will be glad to explain to you how easy it is to own one.

The Illinois Watch, Established 1870, Springfield, Illinois

The ILLINOIS WATCH

A GREAT AMERICAN WATCH » « MADE TO TIME AMERICA



**HEAVY LOADS
SHARP CURVES
STEEP GRADES**

ALL IN THE DAY'S WORK FOR THIS GAS-ELECTRIC

THIS G-E equipped 45-ton gas-electric locomotive has proved its economy under difficult operating conditions at the East 149th Street, Bronx Terminal of the Lehigh Valley Railroad in New York City. Its service includes the loading and unloading of car floats which dock at this point. Usually, from seven to nine loaded freight cars are moved off the float at one time, pulled up the float bridge onto level track, then around a very sharp curve of about 60 degrees. The float bridge, depending upon the tide, attains a maximum slope of from 3½ to 4 per cent.

Operators everywhere have found that G-E equipped gas-electrics provide maximum power—always instantly available; that starting and handling capacity is increased; that operating and maintenance costs are minimized.

WHEN BUYING
GAS-ELECTRIC OR OIL-
ELECTRIC LOCOMOTIVES
SPECIFY G-E DRIVE

JOIN US IN THE GENERAL ELECTRIC PROGRAM, BROADCAST EVERY SATURDAY EVENING ON A NATION-WIDE N.B.C. NETWORK

GENERAL  ELECTRIC

SALES AND ENGINEERING SERVICE IN PRINCIPAL CITIES

Protect Your Earning Power with a PROVIDENT POLICY

Railroad Men all over the United States Testify to Provident Promptness in Payment of Claims



Agency Proposition to Furloughed Men

Dearborn Special Formula No. 134

Another established use of Dearborn Special Formula No. 134 is in spraying it on the inside of locomotive boilers following the washout. This removes the soft scale that often forms in connection with soda ash treated water or with softened water.

Use of Dearborn Special Formula No. 134 is made by many railroads for cleaning feed water heaters, as well as general removal of scale from tanks, water lines, condensers, oil and gas engine heads and jackets, pumps, meters, etc.

Investigate the economy and complete effectiveness of Dearborn Special Formula No. 134. Inquiry invited.

Dearborn Chemical Company
310 S. Michigan Avenue
CHICAGO
205 E. 42nd Street
NEW YORK

Rapid • Easy • Thorough
SCALE REMOVAL

CONTENTS

In Montana Canyon.....	Front Cover Picture
Co-ordination of Motor Transportation.....	W. W. K. Sparrow.... 3
The Menomonee Line.....	M. T. S..... 5
Radical Train Service Changes.....	6
The Dairying Industry of Wisconsin.....	E. A. Lalk..... 7
Accident Prevention	8
The Relief Fund Work.....	10
Testimonial Banquet to M. P. Schmidt.....	10
Milwaukee Employees Pension Association.....	10
New Union Station at Omaha.....	11
The Rushmore Mountain Memorial.....	11
Safety Records	12
The First Locomotive Built in Wisconsin.....	13
Bowling League Notes.....	13
The Sioux City-Seattle Veterans.....	13
Current News of the Railroad.....	14
The Agricultural and Colonization Department.....	15
Fire Prevention	L. J. Benson..... 16
The Milwaukee Railroad Women's Club.....	18
At Home	Elinor Corcoran..... 23
Special Commendation	25
On the Steel Trail.....	26

Foaming Can Be Eliminated

Excessive alkalinity and suspended matter in boiler water are the main causes of foaming. As water passes through the boiler the impurities accumulate until the foaming point is reached.

Foaming will then continue unless means are employed to prevent it.

B-A "Antifoam" has been used for years to control foaming in locomotive and stationary boilers. It is fed with the feed water through the tender tank.

B-A "Antifoam" reduces delays, cuts fuel and water consumption, improves lubrication and increases locomotive tonnage, in districts troubled with foamy water supplies.

Bird-Archer service engineers are always ready and competent to help with your water treatment problems.

THE BIRD-ARCHER COMPANY

NEW YORK :: CHICAGO :: ST. LOUIS

The Bird-Archer Company, Limited, Montreal

Laboratories and Plants at PHILADELPHIA, CHICAGO and COBOURG, ONT.



THE MILWAUKEE MAGAZINE

Volume XVIII

March, 1931

No. 12



Co-ordination of Motor Transportation

The Testimony for the Milwaukee Road Before the Inter-State Commerce Commission

W. W. K. Sparrow, Vice-President

THE experience of the Chicago, Milwaukee, St. Paul & Pacific Railroad with co-ordination between motor and rail service has been limited and confined to the co-ordination of rail and bus service. Our road has not yet undertaken to co-ordinate truck service with its rail service.

We have inaugurated and are conducting, either directly or by contract, co-ordinated bus service at eleven points along our rail system. Five of these lines, aggregating approximately 400 miles round trip, are being operated directly by the railroad company, while six of these, aggregating approximately 270 miles round trip, are being operated under contract. Of these eleven lines, six are in Wisconsin, two in Iowa, two in Washington and one in Illinois.

Conducted at a Loss

The bus operations have been conducted at a loss. For the year 1929, the loss on buses operated by the company was \$13,657, and the loss on buses operated under contract was \$3,200. For the first nine months of 1930 the loss on buses operated by the railroad company was \$11,131, and the loss on buses operated under contract by reason of the larger number so operated and the longer period so operated, was \$10,090, making a total loss of \$21,221.

In this connection it should be stated that the least profitable trains are the ones usually abandoned for bus operation, and, therefore, the buses are generally operated in unfavorable territory from an earning standpoint. The saving from bus operation does not result from added patronage, but from lower cost of operation, the cost of operating a steam passenger train being approximately 70 cents per mile, the cost of operating a railroad motor car, approximately 40 cents per mile, and the cost of operating a bus, approximately 25 cents per mile.

Mr. Sparrow then introduced a great amount of detail with respect to the growth and extent of bus and truck competition in the various states, some of which appears on page 17 and proceeded:

The Situation of the Railroad in the Field of Competitive Transportation

The Commissions' knowledge of railroad problems and transportation conditions, generally, has led it to include, at page 78 of its 44th Annual Report to the Senate and House of Representatives, under date of December 1, 1930, the following:

"* * * Threatening financial difficulty confronts the railroads. This is the

effect of the competition of other forms of transportation. With a plant developed to carry a volume of passenger business, the railways find themselves confronted with a steady lessening in the volume of passenger travel by rail and, consequently, in gross revenue from that source. The passenger revenue of 1929 was over \$414,000,000 less than in 1920. It is true that freight revenue was \$498,000,000 greater in 1929 than in 1920, but the prospect of a continued expansion in freight business to offset the loss in passenger business is darkened by the competition of water lines, pipe lines and trucks, and by changes that may check the growth of coal, changes in the location of industry and the relatively slower growth of population. However, the country still needs its railroads and can support them."



W. W. K. Sparrow

While in the present proceeding we are confined to a consideration of truck and bus transportation competition and the co-ordination of truck and bus service with railroad transportation, it is obvious these are features of the general subject of transportation that cannot be intelligently treated without careful regard to common carrier transportation service as a whole.

On November 28, 1930, at the Dallas hearing in this proceeding, Mr. Commissioner Brainerd said:

"It would seem to the Commission that some proper plan should be developed for a co-ordination of these services under public authority so that every transportation agency, useful in serving the public, may find its proper sphere."

Conditions governing and affecting the rail carrier in the field of competitive

transportation are in various important particulars far more burdensome than those affecting its competitors, whether they be bus companies, truck companies, carrier by water, carriers by air or carriers by pipe line. All reasoning minds will agree with the Commission's statement that "the country still needs its railroads and can support them."

Because of the very nature of the service, in times of peace the railroads constitute the transportation agency mainly depended upon by shippers in the matter of getting produce to market and articles of merchandise and manufacture distributed. In times of war, they are similarly the main dependence of the government. In areas of snow blockades of the north, and in times of flood or bad roads in any part of the country, railroads are almost solely depended upon in districts so affected. In short, they are the indispensable transportation facility from the standpoints of public and private interests alike.

The problem of how railroad transportation will be supported in the future must be considered in the light of present and prospective competitive conditions. Any form of transportation service in competition with railroad service, whether it be by pipe line, highway, waterway, or air, is entitled to the full benefit of all of its natural economic advantages. To the extent that such advantages may exist among the transportation competitors of railroads, those carriers will take from railroads and retain for themselves revenues that in times past inured, either wholly or largely, to railroads. In comparatively recent years the competition of water carriers and motor carriers has made very substantial inroads on the earnings of rail carriers. Prospective competition by pipe lines and, presumably, by airways, will further substantially reduce rail carriers' earnings. Such commerce as will then remain as requiring rail transportation will be the commerce that must support the railroads under rates that those several commodities can economically bear. In this situation, shippers who now and in the future must depend upon railroad service will have just cause to complain, as the carriers have, and will have, against the subsidizing of railroad competitors. The subsidized competitor that reduces the volume of railroad traffic and, consequently, increases the cost of railroad transportation to those who must pay it, is getting a benefit for his shipper and his part of the shipping public at the cost of the railroad shipper and the railroad shipping public, in general.

Motor truck companies and motor bus companies in their competition with rail carriers are subsidized, at least to the extent that they are not required to pay their full proportion of the cost of constructing the highways and maintaining the highways they use, substantially all of which are furnished them at the public's expense. In view of the increasing number of grade separation requirements, the large number of new highways that have been and are being constructed, the ever-increasing volume of traffic on those highways, and the fact that the relative benefits of grade separation are more and more accruing to the public, the apportionment of the cost against the railroad is now entirely disproportional with the benefits that accrue to it, and is creating an unjust and unproductive financial burden upon the rail carriers. In the five years preceding 1930 the Milwaukee Road incurred grade separation costs and crossing protection costs aggregating \$4,359,596, and in the year 1930 the estimated expenditure it was required to make for those two items was \$2,100,000, the complete details of which are not yet in our accounts.

The fact is now generally known that grade crossings are becoming more numerous notwithstanding grade crossing eliminations. In the three years, 1926 to 1928, both inclusive, an average of 1,280 grade crossings were eliminated per year, but an average of 1,950 new grade crossings were created by public authority per year, resulting in a net annual increase of 670. These figures were furnished by the Western Railways Public Relations Committee.

Many states permit new grade crossings to be opened by local authority. On the average there is more than one grade crossing to each mile of railroad.

As an illustration of the inequality between the rail carriers and the carriers by highway who, because of the fact that they have no investment in the highway and, therefore, pay no return or taxes upon the investment in those highways, whereas the railroad has to own its highway, maintain it and pay interest and taxes on its investment, we have prepared and included as page 21 of the Exhibit, a tabulation for the years 1927, 1928 and 1929, and the average of those three years, the expense to the Milwaukee Road of maintaining its highway and track, exclusive of buildings and structures, interest at 5 per cent on the investment in that roadway and track and its total current taxes, the total of which for the three years averaged 34.4 per cent of its railway operating revenues and which, from the best information we have available, contrasts with an average of about 7 per cent paid out of the earnings of bus and truck companies as taxes, and for which they obtain approximately the same benefits that the railroad does for its 34.4 per cent. In addition to this, the rail carriers have imposed upon them the additional burden of paying more than their fair share of the cost of grade separations and crossing protections.

In the year 1910, the Class I, II, and III carriers of the United States met tax accruals aggregating \$103,853,576, and in the year 1929 the Class I roads, alone, had to meet tax accruals aggregating

\$396,682,364. These figures are taken from page 134 of the Interstate Commerce Commission's 44th Annual Report. The Commission's records show that from 1920 to 1929, both inclusive, the taxes paid by the railways of the country that report to the Interstate Commerce Commission aggregated \$3,450,790,269. This was the railroads' tax burden. No comparable tax burden was borne by their motor competitors.

From our own records I have had compiled a table showing the percentage relation of our company's taxes to its total railway operating revenue for the years 1920 to 1930, both inclusive, which is set forth at page 20 of the Exhibit. This shows the percentage relationship was nearly 60 per cent greater in 1930 than in 1920.

In addition to the disproportionate tax burdens alluded to, those competitors are free to earn a reasonable return on their investments under the common law which permits these truck operators to determine the measure of their rates and the quality and quantity of their service, and to change those rates and their service to immediately meet competitive conditions, with the exception that in the case of common carrier trucks their rates are in most cases regulated as to interstate business. Those competitors are not burdened by legislation providing for or requiring the filing of and adherence to interstate time schedules, safety appliance laws, boiler inspection laws, hours of service laws, twenty-eight hour laws, train control laws, expensive accounting requirements, commodities clause restrictions, fourth section obligations, restrictions upon abandonment or extension of service, recapture of earnings and the requirements of the Clayton Act. In addition, our competitors are largely exempt from burdensome state laws, such as full-crew law, grade separation laws, crossing protection laws, fencing laws, passenger station obligations, sanitary provisions and numerous minor requirements.

I understand it is the desire of the Commission that railroad representatives who testify in this proceeding offer constructive suggestions for the Commission's consideration and for such action in regard thereto as it may deem advisable.

I believe the best interests of motor carriers, rail carriers and the public require that all common carrier service be governed by a system of laws that will protect the rights of each transportation utility from unreasonable invasion of its territory by others, that will afford safe and efficient service at reasonable cost to the public, afford a fair return on the investment, and, aside from fluctuations of general business, reasonably insure uninterrupted employment of necessary labor.

In respect of motor transportation on highways by interstate carriers: I would suggest the following elements should be included in any plan of Federal regulation:

That all motor carriers should be required to file applications for certificates of public convenience and necessity with the Interstate Commerce Commission, giving the necessary data as to rates, routes, schedules, equipment and financ-

ing, and should answer such interrogations as the regulatory authority may require;

That no operation should be commenced until the applicant shall have been granted a certificate of public convenience and necessity;

That motor carriers' routes, rates, fares and charges be published and filed with the Commission and regulated by it:

That no route shall be operated, extended or abandoned except under grant of certificate of public convenience and necessity;

That healthful competition be promoted and destructive competition and wasteful duplication of service be prevented, and

That there should be no discrimination against rail-controlled motor service in the matter of granting certificates of public convenience and necessity or in the matter of the regulation of such motor service in interstate commerce upon the highways.

The inception of the present laws requiring railroads to treat all shippers on an equality as to rates and service was in the realization that the practice of favoring one shipper against the other, either as to rates or service, was against public policy, and I am sure that every railroad man today believes that the present policy is sound and would not want to go back to the old days of rebating; yet we have the incongruity of the railroads required to operate under these provisions of the law and another large growing system of transportation, viz., truck and bus operators, with the exception of intrastate common carriers, not required to file tariffs and able to make any charge they like to obtain the traffic, charging one shipper one rate and another shipper an entirely different rate for the identical services. Moreover, railroads must generally accept and transport all traffic, profitable or unprofitable, whereas the truck or bus operator can take the high-grade profitable traffic and refuse to handle the low-grade unprofitable traffic.

Believing as I do in the present regulatory laws requiring railroads to treat all shippers alike in the matter of rates and service, I would strongly recommend that the same system of regulation be extended to transportation by highway, and that truck and bus operators be required, both as to intrastate and interstate business, to file tariffs and adhere to them and, as to interstate business, be subject to the regulations of the Interstate Commerce Commission.

(Continued on page 17)



Four Old Rails—Left to Right: "Lon" Kendall, for Many Years G. Y. M. at Council Bluffs; Milwaukee Division Engineer "Bob" Scott, Superior Division Engineer John Rand and John Purcell, Agent, Killbourn, Wisconsin.

The Menomonie Line

M. T. S.

UPON the completion of the pontoon bridge at Reads Landing in 1882, this company began to build the Menomonie Branch, for the purpose of furnishing adequate railroad service to move the large shipments of lumber and timber products that were being manufactured by the Knapp Stout and Company, pioneer lumbermen who owned several large mills on the Red Cedar River, and who practically controlled the logging and lumber industry in northwestern Wisconsin.

Before this line was built, the lumber industry was seriously handicapped, owing to the fact that both the shipments of logs and lumber was largely dependent on the season when the river was open. Prior to the coming of the railroad, all logs and lumber were towed in rafts manned by lumberjacks as far as Dunnville, which was then the head of navigation. At Dunnville, crews were maintained who coupled several of the smaller units together and these were towed by steam boats down the Chippewa and Mississippi rivers to their destination.

Large sawmills were located at Downsville, Menomonie and Cedar Falls, which gave seasonal or steady employment to the population there and in the adjacent towns. High dams across the river near these mills caused huge reservoirs of water which were always filled with logs. These were sent through these mills to come out as lumber or diverted through sluiceways to other mills down stream. It is said that the mill at Cedar Falls was used for the manufacture of finished lumber while the other two cut the rough boards and shingles.

Gradually this great industry began to recede, and in 1901 the last log was sawed at Menomonie, the mills dismantled, and the greatest industry of that time left the Red Cedar Valley forever. But long before the sawmills quit, other industries began to appear at Menomonie, and farms, many of them now supporting the finest dairy herds in the northwest, were being slowly cleared out of the wilderness.

The Menomonie Branch, which was and is now one of the factors in the development of this region, was originally built from Red Cedar Junction to Cedar Falls, but after the mills shut down, that part of the line west of Menomonie was abandoned.

Starting from Red Cedar Junction, the track crosses the Chippewa River and follows the Red Cedar River to Monomnie. The first station is Dunnville, which at one time was a busy and progressing river town and formerly the county seat of Dunn County, now it consists of a few dilapidated houses. Three miles beyond, we find two sandstone quarries. One of them belongs to the Ulmer Company of St. Paul, while the other is owned and operated by the Downsville Stone Company. Many buildings within a radius of several hundred miles are partly or entirely constructed of this durable material. Its pleasing

color and fine texture makes equally adaptable for interior as well as exterior use. Several years ago fifteen carloads of this stone were sent to the east, where it was sculptured into an altar containing over sixty figures. It is now in the church of St. John the Divine in New



Paradise Falls, near Menomonie, Wisconsin

York City. Downsville, once a busy sawmill town, is progressing rapidly. It is supported entirely by the rich farming communities which surround it, while Irvington, for many years the home of the Coffin Basket factory, is a quiet hamlet overlooking the Red Cedar River.

Menomonie, Wisconsin, a city of 6,000 people, is a very desirable place to reside in. It is advantageously favored by a beautiful location, various industries, good schools and surrounded by a rich agricultural community. In addition to having wide streets, modern business places and nice homes, it is served by two railroads and several federal, state and county highways.

Industrial plants furnish employment to many people, as well as creating the bulk of freight revenue earned by this branch. Of the larger manufacturers, we find two brick companies, the Excelsior and Hydraulic, whose products are widely used between the Great Lakes and Pacific coast, as well as in Canada. The Wisconsin Milling Company, which ranks

as the third largest mill in the state, the Holland Piano Company, and the Nestles Food Company. These are the major industries in the city.

Agriculturally, it is surrounded by large dairy stock and fruit farms, but irrespective of these wonderful assets, Menomonie is famous as the home of the Stout Institute, known as the greatest Manual Arts and Domestic Science Teacher's Training School on earth, whose enrollment consists of students from every state in the Union and whose graduates are teaching in every county of the Northern Hemisphere, as well as in many lands beyond the seas. Other institutions that contribute their share in the mental and spiritual developments of the people are—four public grade and one public high school, two parochial schools, one county normal and agricultural school combined, the large Memorial Library and nine churches of various denominations.

These assets, combined with fine scenery and a healthful climate, make it an ideal place to live in.

Although this railroad enters Menomonie as a branch, with only one crew to handle the mixed train service between there and Durand, this line gets a very desirable revenue due to the fact that all the employes are always cooperating to seek new and retain the old patrons.

Durand, Wisconsin

DURAND, a very progressive city of 1,700 population, is situated on the south bank of the Chippewa River, 20 miles from Wabasha. It is very favorably located in the midst of a fine diversified farming community, which ranks high in the shipment of livestock, dairy products and hardwood timber. The prosperity of these lines is fully reflected in the wealth and beauty of both the business and the residential sections of the city.

Although it is primarily a farmers' trading town, yet its business district is far above the average in the number of business buildings and value of stock each store carries. Few other communities can support as many prosperous and growing institutions. For example, there are two banks whose combined assets total over \$2,500,000; ten grocery and



North Broadway, Menomonie, Wis.



Durand, Wisconsin



Old Railroad Bridge, Chippewa River



What Remained of Chippewa River Bridge After High Water of 1905

general stores; three well stocked hardware stores; three furniture stores; two large lumber yards; three elevators; eight garages and many other businesses in proportion, while the products of the modern pea cannery and creamery are known throughout the country, and in addition it is the home of Bowman & McMahon, the largest well drilling establishment in the northwest.

Much of its prosperity is attributed to the fact that it always has been getting exceptionally good railroad service; that it is connected with the country North and West of the Chippewa River by a modern vehicle bridge, as well as being bisected by several state and county highways.

The civic and educational facilities of this city have been keeping pace with the business development. This is well illustrated by the number of new and beautiful homes, well kept streets, etc. Three good schools—two public and one



Round Bluff, Near Durand

parochial,—five churches and ten lodges care for the educational, spiritual and fraternal needs of the community. The fine environment that it has always given its children is best illustrated by the fact that several distinguished army officers of the World War, as well as Mme. Clemenceau, wife of the late ex-premier of France, attained maturity there.

The main line of the Chippewa Valley Division is the only railroad that serves this territory and much of the healthy development of this community is due to the good service that it has always given Durand. At present it is served by four trains between Wabasha and Eau Claire, and as a turn around point for Menomonie branch trains, which perform the station switching. The station force consists of J. C. Meyer, agent; John McDonald, operator, and Newman Barnes,

warehouseman. These men, assisted with the cooperation of the officers and other employes, serve Durand well.

Chippewa Valley Division

ORIGINALLY intended as a main line to Duluth and Northern Wisconsin via Chippewa Valley.

Local necessity—To handle supplies to the mills and get the lumber that was being sawed there were mills located at the following places: Plummers Mills, Durand, Old Meridean, Porters, Shawtown, Eau Claire, Dells Mills, LaFayette, Badger Mills and Chippewa Falls.

C. V. track was laid from Eau Claire to Wabasha, began in 1881 and reached the Mississippi River in 1882. After pontoon was finished regular service was inaugurated as far as Eau Claire from Wabasha, a line extended to Chippewa in 1883.

The paper mill track was the original main track to Chippewa, but after one of the heavy washouts there it was changed to go over Magenta hill.

About 1919 our track was torn up between Magenta and Chippewa Falls, and our trains now use Soo Line to Chippewa.

Lumber industry gone, other industries replaced it.

Radical Train Service Changes

ON February 22nd some train service changes of far-reaching and radical character were made in the interests of economical operation, totaling over three hundred thousand train mile savings.

On that date the Columbian, which, ever since its inauguration in the Coast Line service, has pursued the time-honored route via Milwaukee, the Twin Cities and the H. & D. Division to Aberdeen, on the above date commenced its new route via Manilla, Sioux City and Mitchell to Aberdeen, and from there to Butte over the regular route. At Butte No. 17 consolidates with The Olympian, its standard sleeper going west on that train; while all the rest of The Columbian equipment is held at Butte for No. 7. A new train runs from Butte to Spokane, leaving Butte in the evening and arriving Spokane to connect with No. 7 and with trains for Portland. In other words, No. 7 starts from Butte. No. 18 operating via Sioux City, consolidates with No. 20 at Manilla. No. 20 continues on its regular schedule and with 18's connection arrives in Chicago at 7:39 A. M., as before.

Various local trains on the Illinois, Iowa and S. C. & D. Division have been discontinued, The Columbian, with a new train from Sioux Falls to Mitchell to connect with The Columbian takes care of the local business heretofore served by the discontinued trains.

Time of other trains have been changed to effect connections with The Columbian's new route via Sioux City.

Some changes have been made in the service of the Pacific Limited, trains No. 19 and 20. In order to give No. 19 a Black Hills connection, the time, No. 103, Savanna to Marquette, and No. 3, Marquette to Mitchell, has been shortened and No. 3 will run through to Rapid City. The Chicago-Rapid City sleeper, which has been operated on The



High Water Washing Out Dam at Downsville, 1905

Present towns on the C. V.—Durand, Red Cedar, once a lively village, only three houses left now. Meridian, progressive, well kept village, has creamery, bank, large store, garage and church. Caryville, only station between Durand and Eau Claire; station takes care of Rock Falls, which is about three miles inland. Porters Mills, village gone, replaced by farm land. Shawtown, now suburb of Eau Claire.

Eau Claire, prosperous industrial city.

Chippewa Falls, about 9,000 population. Has two large power dams. State feeble-minded home and Northern Wisconsin State Fair.

Sioux, now operates on the new lineup. East bound this sleeper continues to operate on The Sioux. Some changes in time and service have been made to connect with the new service offered by the Pacific Limited.

No. 5 is now the only through day train between Chicago and the Twin Cities, and H. & D. No. 3 leaves Minneapolis after arrival of No. 5 and arrives in Aberdeen to connect with No. 17. Former connections of The Columbian on Milwaukee and La Crosse Divisions have been changed to meet No. 5.

No. 6 is continued from Aberdeen to Minneapolis, but there is no connection with No. 18, Aberdeen to Minneapolis.

The time of No. 56 and No. 4 out of Minneapolis has been changed so that No. 56 leaves there at 8:00 P. M. and No. 4 at 10:00, both trains arriving in Chicago on the time as before.

These are the major changes and hook-ups, with other discontinuances and adjustments to care for the demands of local traffic and make convenient connections.

Telegraphers Organize Club

AT a recent meeting of the O R T., in Seattle, members organized what will be known as the Northwest Telegraphers Club, a social organization for all former or present telegraph operators and their families.

The first regular meeting of the newly formed organization was held in the New Richmond Hotel at Seattle, February 14, and all telegraph operators, young and old, were invited to attend. Mr. A. G. Owen, one of the Milwaukee operators, has been appointed vice-president, with Mrs. McDonald acting as social secretary. Further particulars in regard to the activities of the club may be obtained by getting in touch with Mr. Reese, of the Northern Pacific Relay Office, Seattle.

The Dairying Industry of Wisconsin

E. A. Lalk, A. G. F. A.

STATES, like people, have their individualities, and are distinguished one from the other by such individualities.

Of Wisconsin may be said that within her borders farm life is not always so harsh and hopeless as many writers are wont to paint it. Here life is free and friendly and the world good to live in. There is humor and love and hope aplenty. A writer with imagination could find here plenty to picture, real home life, brought about by the slogan, "Contented Cattle," which in turn makes for a contented rural population, for the dairying industry is the backbone of this wonderful state.

Wisconsin State—first in the Union in dairy cows, producing three times as much cheese as all other states put together, nearly four hundred million pounds per year. First in condensed milk products, making more than five hundred seventy-five million pounds, or one-fourth of the United States' production. Butter factories producing two hundred million pounds of butter.

There are several theories advanced concerning the development of dairying in Wisconsin, the best known of which among the older citizens, is that due to the failure of wheat crops, a new line of agricultural activity was necessary, and dairying seemed to appeal most to those making the choice. Like all other great achievements the success in dairying is not the result of a single factor, but the result of a combination of circumstances. Fertile soil, together with good climatic conditions in this state, inhabitants whose tendencies leaned toward dairying, and perhaps some of the greatest dairy leaders in the United States, if not in the world, the first dairy school on the continent, and the work of the Department of Agriculture, have all been contributing factors.

Cheese a Leader

Statistics disclose that 49 per cent of the income of Wisconsin farms is derived from milk. This gives one some idea of the importance and extent of dairying in Wisconsin as well as its rapid development in the last decade.

This vast production of milk is used in factories, and 37 per cent of the nation's factory-made cheese other than cottage and skim milk cheese, 12 per cent of the nation's butter produced in factories, and 37 per cent of the nation's condenser products other than skim milk products. In the manufacture of foreign type cheese, such as Swiss, brick, and Muenster, Wisconsin leads all other states, producing 83 per cent of the nation's Swiss cheese, and 91 per cent of the brick and Muenster cheese.

The Milwaukee Railroad enters extensively into the transportation of dairy products within the state of Wisconsin. Most of the cheese originates upon our Milwaukee Division, Superior Division, Madison Division and Wisconsin Valley Division. The manufacture of cream cheese, full American cream cheese, is most pronounced in the area north of the Madison Division, while the area south of the Milwaukee Division runs stronger to brick, Muenster and Swiss

cheese, to say nothing of the manufacture of our old friend limburger. French cheese is manufactured at Rolling Prairie, on the Milwaukee Division, and is widely distributed. Italian cheese is manufactured and distributed at Amasa, on the Superior Division.

Plymouth, the cheese center of the world, is located on the Superior Division and derives its name from the vast cheese industry. You will perhaps be surprised to learn that more cheese is shipped from Plymouth than any other place in the country, and that the price of all the cheese in the United States is set by the two cheese boards which meet each week in that city.

Sheboygan County is the home of the cheese industry and it is an acknowledged fact that the American cheese made in this county has captured the world's markets, and it is regularly quoted in all the leading cities. Sheboygan County, in which Plymouth is located, has 125 cheese factories, handling the produce of 3,670 dairy farms on which may be found 48,700 head of the finest Holstein cattle in the country.

Located at Plymouth, Milwaukee and at Green Bay are factories known to the trade as process cheese factories. At these plants cheese is accumulated from all directions and all areas in the state, is ground, and mixed with butter fats or other ingredients, together with mustard, pimiento, pistachio nuts, properly blended, and becomes what is known as cheese loaves. In this process cheese is not touched by human hands from the time the rinds are peeled until it flows into the package where it is automatically packed, nailed, and placed ready for distribution. In these large cheese warehouses at Plymouth and Green Bay at most any time millions of pounds of cheese may be found curing and awaiting shipment.

Cheese is handled to markets in the winter and summer in refrigerator cars. In the winter time cars are warmed to a certain degree to avoid freezing, and in the summer time cars are cooled to the proper temperature to avoid deterioration in transit. Therefore, the refrigerators of the railroads bring the cheese to the markets in pure and wholesome condition.

Cheese is the principal, but not the only dairy industry in the state. Casein is produced at certain places and shipped throughout the country for the manufacture of billiard balls and other items which require the use of such hard substances for foundation. At Columbus, Wisconsin, and other points in the state, powdered milk is manufactured. The milk is pasteurized and flows over heated rolls, creating skim or dried milk, is reduced to powder, and goes into cans to be distributed to bakers throughout the country.

The Milk and Cream Industries

At Waukesha and Racine are located two of the most famous malted milk plants in the United States, whose products are on the back-bar of every drug store in the country.

The Carnation Milk Company maintains large condenseries on our line at Oconomowoc, Berlin, Chilton, and other points. Milk is brought to these large condenseries where it is properly treated, and goes out as what is known to the trade as condensed milk—Carnation brand in the southern part of the district, and Page, Pet, Van Camp's and Borden's in the western and northern parts of the state. Thousands of cars of this canned milk pass over the rails of the Milwaukee annually to be distributed in every part of the country and to foreign countries as well.

Just recently milk is being manufactured into a beverage known as "chocolate milk," which is now being placed in cans and distributed as a beverage for refreshment as well as for invalids.

Chocolate candy factories in the state use a great volume of milk in the manufacture of milk chocolate and milk wafers. Not only is the preponderance of milk movement the movement of the manufactured product, but a great volume of milk is transported from the state to the big cities in the east in cars, which have glass lined tanks, and is consumed in various parts of the country as high grade fresh milk.

If you live in Chicago, Philadelphia, Cincinnati or other points, some morning you may take with your oatmeal, cream from Wisconsin that moved the day before in glass lined tank cars for distribution in your city.

The manufacture of ice cream in the state of Wisconsin is a large and growing industry. Hundreds of cans of "ice cream mix" find their way by express daily to the large consuming centers in the east.

Our butter business is not as extensive as our other dairying industries in the state, for the reason that Wisconsin raises cattle for milk production rather than butter fats, and the milk is generally sold whole to condenseries or to the cheese factories in preference to the manufacture of butter, although Wisconsin does manufacture 12 per cent of the butter used in the United States. I merely say that cheese and other milk products are more pronounced than is the manufacture of butter.

Because of the feeding of dairy cattle in the state of Wisconsin, the state becomes a consuming point for grains rather than a producing point. With the exception of seed, most all of the grains that are grown in Wisconsin are fed at the farm. Corn, instead of being fed as dry from the ear, is developed for feed as silage. Bran and middlings are brought in in large quantities in off years for the feeding of stock. When all other farm production in the state seems to be a failure, the milk check keeps everybody going.

Railroads' Aid to Dairy Industry

The railroads in the state have been a great influence in the development of the dairy industry. They have established concentration rates on cheese to permit the marketing of cheese in volume; they have encouraged the cold storage warehouses in this district, and they have made attractive rates from cheese producing centers to points of distribution. The city of Milwaukee is fast becoming an important center for the storage of

(Continued on page 16)

ACCIDENT SAFETY PREVENTION

SAFETY
FIRST



Car Department Force, Janesville, 1900

Thirty Years—A Good Record

ABOVE is a photograph of the Car Department force at Janesville, taken over 30 years ago in the year 1900.

Appearing in the picture are from left to right, Julius Bergman, Albert Bergman, William Dowd, Sr., August Bergman, William Lagerman, John Connors and August Abendroth, seated on the wheelbarrow. All of these men are still in service with the exception of William Lagerman, deceased, and John Connors and Foreman Abendroth, who have retired. The picture was taken in front of Car Foreman Abendroth's office, which is still being used and is more than 80 years old. The wheelbarrow is still being used and is more than 50 years old. Your attention is called to the link and pin drawbar hanging on the wall at the righthand corner of the picture. During Mr. Abendroth's 40 years of service as a supervisor, he had only one reportable injury, which occurred in the year 1920, at a time when he was still on the job although another foreman was actually in charge. The first three men in the picture are still in the service and have never had a personal injury, this being a fine tribute to Mr. Abendroth who put forth so much effort to instill safety into the minds of his men. No finer or better example or record could be left upon retirement from service than this. Practically the entire force at Janesville obtained their safety education while working under him and today their safety habits and thoughts for one another bear evidence of the fine early training they received while under Mr. Abendroth. Their loyalty and dependability is never questioned.

Record of the Force Since 1926

The following list shows the force at Janesville, which has been under the supervision of Car Foreman E. J. Ripberger since 1926; these employes have a record of 331 man-years or better than three and one-quarter centuries of service with only two reportable injuries, one occurring in the year 1920 and the other in 1924:

Name	Service Date
August Abendroth	1884
Wm. Dowd, Sr.	1890
Howard Haffery	1917
Harry Van Matre	1891
Reuben Bickle	1910
Albert Hunter	1914
Albert Bergman	1900
Julius Bergman	1895
August Bergman	1898
Oscar Johnson	1918
Edwin Calvert	1914
Edward Nyman	1912
Otto Marsh	1918
Thornton DeCoster	1924
John Stewart	1927

Attention is directed to the fine record of 40-year veteran employes William Dowd, Sr., and Harry Van Matre, and 35-year veteran Julius Bergman, and 30-year veteran Albert Bergman, all of whom have never sustained a personal injury during their entire period of service. THESE ARE RECORDS.



Safety Committee, Deer Lodge Shops
Locomotive Department at Deer Lodge

THIS is a picture of the Safety First committee at Deer Lodge Shops. Reading from left to right, they are: Roundhouse Foreman W. E. Brautigam, Machine Foreman H. H. Stewart, Electrician Sam Lane, Machinist Bob Dumont, Boilermaker Charles Risch, Pipefitter John Knackel, Blacksmith J. Koran.

Deer Lodge Shops went through the entire year of 1930 without a reportable or lost time injury, and the men in this picture are entitled to a great deal of credit for this nice showing. There is an average force of 120 men working at this point and they are making every effort to continue this good record indefinitely. This point is under the direction of Division Master Mechanic E. Sears, who is also responsible, in a large degree, for this safety record.

Where We Failed

W. M. Evans

SAFETY FIRST work has been carried on by various organizations for many years, but the intensive Safety First campaigns by which the subject is being brought home to each individual are of fairly recent growth.

One would not expect, then, to go back about three-fourths of a century to find the secret of successful "Safety First" work.

While the man who coined the phrase was not thinking of the safety of the individual as much as he was of national safety, his recipe, if conscientiously followed by each of us, would insure an enviable record in accident prevention.



Roadmaster Arthur Jersey and Family

One Hundred Per Cent in 1930

THE reason for the pleasant expressions on the faces of those appearing in the above picture is that the husband and father, none other than Roadmaster Art Jersey, completed the year 1930 without an injury to any of the trackmen throughout his entire territory, which extends from Missoula to Piedmont, Montana. This record extends over 18 sections, employing an average of 64 men per day.

Mr. Jersey entered the service in June, 1917, working as a section laborer at Sixteen, Montana; was promoted to section foreman on November 20, 1917, and after several other changes was appointed roadmaster with headquarters at Deer Lodge, in August, 1928. He has never had a serious injury to himself since he has been on the railroad. The last reportable injury in his territory occurred on July 23, 1929, so that to date he has a clear record of over one and one-half years. This is a good record and one which all roadmasters would do well to duplicate.

It was Abraham Lincoln who said "Eternal vigilance is the price of Safety." Can anyone dispute it? No! It is a recipe so plain, so simple, so easy to learn, that we need to hear it but once to remember it. Perhaps its very simplicity causes us to pass it by without giving it the consideration it merits. Let's pick it to pieces then, and see just what it covers.

Webster's Unabridged Dictionary defines:

Eternal—Of infinite duration—everlasting—without end—perpetual—ceaseless.

Vigilance—Wakefulness—watchfulness in respect of danger of hazard.

Safety—Freedom from danger of hazard—exemption from hurt, injury, or loss.

In other words—ceaseless, everlasting wakefulness and watchfulness in respect of danger or hazard will secure exemption from hurt, injury or loss.

Wouldn't it be fine if we could go through the year with a clear record. It can be done if each individual is sufficiently impressed with his importance in the "Safety First" work, for when it comes to results it is not the "eternal vigilance" of Mr. Flanigan, or Mr. Devlin, or Mr. Hamilton, or Mr. Vandenburg, or any of the other leaders—it is the eternal vigilance of each one of us.

We must be everlastingly awake to prevent injury to ourselves and ceaselessly watchful of others with whom we work and associate to see that they are free from hurt, injury or loss.

I wonder how many of us ever stop to check back over the day's work to see if we have overlooked any chance to forward the Safety movement. If we will establish this habit, we will sub-consciously look for things during the day and it will keep us from overlooking some little thing that may be the beginning which will lead to a serious accident.

I believe most of us have gotten over the feeling of hesitancy that we used to have in going out of our own line of work to caution someone when we saw an unsafe condition or practice. We have finally come to realize that the "Safety Department" is one that includes everyone working for the railroad or on railroad property. Each of us is a "Safety Inspector" with the right to question any condition which we consider unsafe, and we are failing in our duty to ourselves, the rest of the employes, and the company when we overlook an opportunity to do something to advance the cause of accident prevention.

The growth of this work is realized when we look back a few years. If we had 8 or 10 men at a meeting we thought we were doing well, but look at the meeting we now have. It shows that more and more individuals are appreciating the importance of taking an interest in the movement. I think we all agree that we only get real benefit out of an organization when we take enough interest to attend all meetings possible. When we progress to the point where everyone who attends enters into the discussions or makes suggestions, we will bring our accidents down to the vanishing point.

As we have some special hazards incident to electrical operation on this division, I want to impress upon you the importance of our special rules. When you find an unsafe electrical condition, remember your rules and follow them. Don't deviate, don't try to duplicate something you may have seen a lineman or other qualified electrician do. You may overlook some precaution that he took. This high tension "juice" usually allows you only one mistake. Don't make that one.

Resuscitation from an electrical shock involves a very simple method. So simple that everyone who reads the instructions, thinks he knows how and then forgets it in the excitement when the emergency arises. Practice it, and if anyone is rendered unconscious by electrical shock, follow directions religiously. Don't try some other stunt you may have heard of. We know that the Prone Pressure Method will get results if anything will. It is indorsed and used by every power company in the country, so stay with it. Ordinary tests for death don't apply in cases of electric shock. Four hours is not too long to continue. The Brooklyn Edison Company, who are particularly noted for their success in handling this kind of work, save 67% of the cases they work on.

While we made a splendid reduction in the number of accidents last year, as compared with previous years, we still had too many, which shows that we were not "eternally vigilant." Somewhere along the line someone let down for a little while and unsafe conditions or practices were overlooked.

Let us promise ourselves that this will not happen in 1931. It is of no use to promise someone else, for the real Safety movement rests upon the "responsibility of the individual." So it is up to you—let's go!

"Accidents are conceived in thoughtlessness, born in treachery, and survive on indifference."

CHARLES BATSON, Section Foreman, Trans-Missouri Division.



R. M. Division Engineer Frank McAvoy

A Hero

THIS is a picture of Rocky Mountain Division engineer, Frank McAvoy, who, because of his watchfulness and alertness, recently saved the life of a child near Newcomb, Montana, thus adding new laurels to his fine safety record.

Mr. McAvoy entered the service as a fireman at Minneapolis, on September 7, 1902, and was promoted to engineer on October 6, 1906. On September 27, 1907, he went to work on the lines west of Mobridge during the early construction days. Between December, 1918 and October, 1928, he was traveling engineer on the Rocky Mountain Division. At the present time he is running in passenger service over the Continental Divide, being first on the East Rocky Mountain Division seniority list. During his 28 years in engine service he has never had a reportable injury to himself or any of the men in the crews working with him.

Mr. McAvoy says: "In my opinion, Safety First can be summed up in just three words—alertness, attention, action. By constant alertness and attention to duty as expressed in prompt and correct action in complying with operating and Safety First rules we are doing our part to safeguard passengers, fellow-workers and ourselves and to protect our employes' property."

Think Before We Act

Paper by B. and B. Carpenter, Jacob Kirsch, Tacoma, Wash.

WHENEVER a new theory or idea is brought forward for a safer and better way of doing work, it is always met with a certain amount of criticism and opposition.

Where an individual has been doing work a certain way, which he thinks is the best and quickest, he doesn't like to change his method of doing the work until he is compelled to.

At first there are only a few who are willing to co-operate and assist those who are trying to bring this about, which is for their betterment. The trouble is that everybody has his own way of doing things, and it has become a habit with them. Those habits were not formed in a few days or months, but years, so they will not be overcome by certain individuals unless they make a special effort or are compelled to by the Safety Rules.

These rules are given out by the management as to how the work is to be performed in a safe way. Each rule is the result of somebody having made a mis-

take, where somebody has been hurt or performed work in a careless manner.

To work safely, it requires to think before you act, and for each individual to develop the safety habit before he performs any work, he must see that he and everybody else is safe before he does the work.

If an individual is persistent in working safely, he will develop the Safety First habit just as easily as he developed the habit of carelessness. Safety First is a protection to himself, his family and his fellow men.

The causes of accidents are in most cases carelessness, being in a hurry, nervous or excited, or taking chances. In taking chances, we might get away with it for a long time, but if we remember, for every action there is a reaction, and every time we take a chance, we develop the habit of carelessness, which in time will result in an accident if repeated often enough.

So, the only way to develop the Safety First habit is to work safely at all times, and think before we act. This way we can save ourselves and fellow men from sorrow and trouble.

Another Enviably Safety Record

Guy E. Sampson

BENSENVILLE roundhouse forces are rejoicing over the fact that on February 7 they completed their 365th day without an accident. Yes, sir, 365 consecutive days that they had the pleasure of seeing a "No Accident" mark placed on the record board. With a total of 225 men employed we would say that they had a record to be proud of, but that isn't all; these same men are all so enthused over the record that they are continually talking Safety, and in that way keeping the idea, yes the paramount idea, so clearly fixed in their minds that they feel sure they are going to continue along the same lines for a long time to come. The following comparison will show what concerted effort will do. At this roundhouse there were in 1926—39 injuries, in 1927—38; 1928—12; 1929—4, and in 1930 just 1, and at that ration of reduction why should not they have the right to expect a clean slate for 1931, and then some more years afterwards?

At the last local Safety First meeting, held at the Bensenville roundhouse on January 28, each supervisor and Safety Committeeman submitted a letter on the subject, "How I intend to prevent injuries during 1931." It is a foregone conclusion that if the contents of those letters are followed out closely, they will have a clean slate, as far as accidents are concerned, during the entire year and then when those results are made a matter of history, those same ideas will be followed closely the years following. The employes at the Bensenville roundhouse are 100% for SAFETY FIRST and under the leadership of Messrs. Shabarker, Emerson and Abraham have great hopes of going on indefinitely without even a minor injury. While Leadership means a lot in any battle (and this is a battle against accidents), yet the cooperation and heartfelt interest of the men on the firing line is what leaders depend upon to win battles. And so these staunch leaders of the forces at Bensenville roundhouse feel confident of great success in their efforts to route old king accident and drive him out of their midst entirely, for the showing made the last year shows conclusively that they have the cooperation and support of the men on the firing line, namely, the men who handle the tools and machinery.

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

CARPENTER KENDALL, Editor
Libertyville, Illinois

ALBERT G. DUPUIS, Assistant Editor
790 Union Station, Chicago, Illinois
In Charge of Advertising

Single Copies, 10 Cents Each
Outside Circulation, \$1 per Year

U. S. Postage on This Magazine is
Three Cents

The Relief Fund Work

THE Relief Fund committees are finding more and more work for their members in conjunction with the faithful and loyal women of the Women's Clubs. The calls for assistance have increased materially during the past month and will, without doubt, continue to increase for some little time, although the mild weather has been of marked benefit in reducing the suffering from the cold. It has, however, increased sickness somewhat, but all the calls are being responded to, and much credit and appreciation goes to our medical staff who are rendering such efficient co-operation. The following figures as of February 14, are presented by the executive committee of the Relief Fund, showing that the fund is being drawn upon very generally and that much assistance is being given.

The total cash received to the date above was: By cash payment, \$26,626.90; by payroll deduction, \$72,692.27; making a total of \$99,319.17.

The total cash disbursed of that date was \$68,632.66, leaving a balance of cash on hand of \$30,686.51.

The balance outstanding was \$3,596.05; by payroll deduction, \$80,004.48.

The number of families receiving aid as of February 7 was 1,073, with a total of individuals in these families of 4,442.

Changes and Appointments

EFFECTIVE February 1st, the following changes involving consolidation of divisions and division forces, and appointments were made:

The La Crosse and River Divisions were combined and will hereafter be known as the La Crosse and River Division.

The Iowa and Minnesota Divisions and Southern Minnesota Division were combined and hereafter will be known as the Iowa & Southern Minnesota Division.

Mr. O. H. Frick was appointed superintendent of the River and La Crosse Division, with headquarters at La Crosse, Wisconsin.

Mr. G. A. Van Dyke was appointed superintendent of the Iowa & Southern Minnesota Division, with headquarters at Austin, Minn.

Mr. M. T. Skewes was appointed assistant superintendent of the Iowa & Southern Minnesota Division, with headquarters at Austin.

Testimonial Banquet to M. P. Schmidt

ON January 24th, 6:30 P. M. the Car Foremen's Association, of Omaha, Council Bluffs, and South Omaha Interchange, tendered a testimonial banquet in honor of Mr. M. P. Schmidt, general car foreman of Council Bluffs, Iowa.

The banquet was held in the Corn Room of the Chieftain Hotel, and was attended by 65 business men, railroad men and their wives.

Mr. J. F. Rowe was chairman of the entertainment committee.

Mr. M. P. Schmidt, the organizer of the Association, and the oldest in point of service, was the honor guest.

Mr. Schmidt was elected honorary member with full rights and privileges, an honor that has been well earned.

About 7:15 P. M. the 65 persons were seated and shortly thereafter a splendid dinner was served. Immediately following the dinner the tables were cleared and the fun started.

Mr. Rowe personally called upon each member of the Association for a short speech, and many beautiful things were said in favor of the honor guest, to which Mr. Schmidt responded in the following:

Mr. Chairman, Ladies and Gentlemen:

A couple of years ago I was down to Excelsior Springs and as I stood at a well drinking the mineral water, a gentleman spoke to me and our conversation drifted into politics. He said to me, you know we have got three kinds of men representing us at the capitol in Washington. I said I thought there was only two kinds—Republicans and Democrats. No, he said, there are three kinds, one kind talks too much, another kind talks with reason and accomplishes something and the third kind does not say anything. He said "our district has one of the third kind and the only time we see or hear from him is when he comes back for renomination, and the only change we find in him is that the seat of his trousers shows considerable wear," and you will likely put me in his class.

When I look back to the time when our organization was started, to the time we had joint interchange inspection, and compare same with our present way of interchange of cars, there is a vast difference. Our present method of interchange has come to a point where cars are interchanged quickly and economically. Cases of delays to perishable freight are very few and claims due to delays are few and far between. This is accomplished by united action between the

foremen. The foremen of the delivering lines always stand ready to help out foremen of the receiving line and vice versa.

When I note how perishable freight at some interchange points is being delayed from 10 to 24 hours, due to a car needing a brass, a journal box bolt or a brake beam, and large claims are presented, I am wondering how they get by with it.

We have come to a point where united action is not only needed in the interchange of cars, but united action must take place in all branches of railroading, especially in the selection of men to state and national offices. We must try to select men who will give the railroads a fair and square deal. I have found in the past that railroad men, to quite an extent, have voted and worked for men who would give the railroads a black eye whenever they got a chance. I have found railroad men who would vote for pipe lines, for river navigation, etc. We must get away from those ideas, we must select men who will give the railroads a fair and square deal and not vote for men or franchises which will cut off the hand that feeds us.

The railroads in the past few years have spent enormous sums for better equipment, better facilities and better service, but in spite of this their earnings have dropped off due to outside competition. The railroads, as well as us individuals, are overburdened by taxes to build highways to take away our bread and butter. The time is here for us to act and act unitedly.

When I undertook to start the Car Foremen's Association, 30 years ago, I found that the car foremen in these terminals were not on friendly terms, which resulted in much extra switching and bad delays to cars interchanged. But after starting the association things changed; we got together and we worked in harmony and this still exists and will, I hope, continue.

As we travel towards life's sunset, some of us are on the upgrade and some of us are on the down grade, and as we pass along there is, as I see it, no greater pleasure than for us to be able to look back and truthfully say that we have been loyal to our employer and fair and square to our fellow-men.

I thank you for the great honor you have bestowed upon me tonight and I can promise you that during the time I have left I shall do all in my power to help our association in its performance of good and economical service. Again I thank you.

Mr. Schmidt entered the service of the Milwaukee Road in 1883, as car inspector at Cedar Rapids, Iowa. He came to Council Bluffs in 1888 and has lived here ever since.



Omaha's New Union Station

New Union Station At Omaha

A NEW Union Station at Omaha, with every comfort, luxury and convenience, is presented for the use of the traveling public by the seven great railroad systems which arrive and depart from its terminal,—The C. M. St. P. & P., the Union Pacific, the C. & N. W., the C. R. I. & P., Illinois Central, Missouri Pacific and the Wabash.

Architecturally the new building is the most modern type,—straight lines, plain facades and absence of ornamentation are the most striking features. The interior follows the same ideal. To use the expressed ideal of its designer, "it carries out the distinctive characteristics of the railroad,—strength, power, masculinity."

The exterior is terra cotta finish, and the only approach to decorative construction is a colossal, sculptured figure over each one of the four main doorways, typifying the spirit of railroad construction, maintenance and transportation operation. One is a civil engineer, one a section worker, one a train man and one an engine man, and with each figure is an accompanying symbol of his department of railroad effort. It is a splendid ideal and carries the mind from the highest mental conception of location and construction to the plain and important details of keeping the railroad in fit condition and the wheels moving.

The interior is as severely modern as the exterior, depending on color and quality of material for its desired effects. Entrance from the street is by way of an ample vestibule into the main waiting room, 160 feet long, 72 feet wide and 60 feet in height. The ticket office is immediately at hand after entrance, also an information stand. East of the main waiting room is a large and beautifully appointed dining room, with its entire kitchen equipment electrically operated. Baggage and check stands are also at this end of the waiting room. At the west end are entrances to the rest rooms, barber shop, telephone and telegraph booths, the hospital and offices and concessions.

Opposite the ticket offices are the exits to the concourse vestibule which open through large double-action doors to the concourse proper, where twelve stairways descend to the train floor level, all of which, like the concourse are enclosed. The train platforms have telephone connection, among others, with the ticket office, so in the event of a belated passenger, the ticket clerk may call the platform attendant, and the train will not, therefore, go on its way, and there will

15th with a ceremonial of opening the great doors with a giant key by the Mayor of Omaha, and short addresses by Mr. Carl R. Gray, President of the Union Pacific R. R. and a response by the Mayor. Visiting railroad officials included the presidents of the seven roads entering Union Station and the local representatives of those roads.

The Rushmore Mountain Memorial

ON THE rugged face of Rushmore Mountain, in the Black Hills of South Dakota, the colossal outlines of the great memorial to four of the great presidents of the United States and to the history of this Republic is slowly assuming recognizable shape, and the contours of the face of the first president will be discernible by visitors to the Black Hills the coming season.

Rushmore's sheer sides lifted high in the air are a familiar sight to Black Hills travelers, and as the great figures begin to show forth in bold outline, the thrill of the massive undertaking and what it means is sure to call many travelers that way. As a single item of the stupendous nature of the memorial, the figure of Washington will be 239 feet fading into the base of the mountain at the waistline; and the face from head to chin is sixty feet in height. The three other figures of Jefferson, Lincoln and Roosevelt are in the same proportion.

The Federal Government has set aside six miles square surrounding Rushmore Mountain, insuring the title of this wonderful possession in the people forever, eliminating the possibility of commercialization of any feature or of admissions being charged.

AUTO

A is for the axles that I've broken,
U is for the use I seldom get,
T is for the times it's in repair shops,
O is for the oil that stains my clothes;
Put them all together—they spell auto,
The thing that's always broke—just like poor me!

DANGER!

A newspaper correspondent states that the following notice has been posted round about an electric station in the north:

"Beware: To touch these wires is instant death. Anyone found doing so will be prosecuted."



A Corner of the Great Waiting Room

SAFETY RECORDS

DIVISION MASTER MECHANIC P. L. MULLEN reports that Marquette roundhouse, under the supervision of Foremen J. H. Bell, A. Rousell, W. Graff and J. T. Smith, has completed two years without a reportable injury. There are 92 employes at this point. Savanna roundhouse, where we have 187 employes, working under Foremen J. R. Slater, William Sheetz, J. G. Reese, J. C. Rogers, J. Ulmer and Frank Zubaty, has completed one year without a reportable injury. Nahant, where we have 40 employes, under Foremen J. H. Lord and J. L. Parnell, has completed more than 600 days without a reportable injury. Some nice records.

The following section foremen, under Roadmaster C. L. Boland, H. & D. Division, have completed six years of service without an injury of any kind to either themselves or the men under them, each foreman having a crew of about three men:

Frank Sherman, Roscoe, S. D.
Jacob Teske, Jr., Java, S. D.
Henry Krebs, Hosmer, S. D.
Theo. Teske, Hillview, S. D.
Jacob Teske, Eureka, S. D.

Division Master Mechanic W. C. Keney reports that the Mechanical Department on the S. C. & D. Division, involving approximately 150 employes, has completed more than 375 consecutive days without a reportable or lost time injury, and he expects to continue this record indefinitely.

Division Master Mechanic E. Sears reports that the Mechanical Department of the Rocky Mountain Division, over which he has jurisdiction, went through the entire year 1930 without a reportable or lost time injury, a considerable improvement over his record for the previous year. It is his aim to go through the entire year 1931 without an injury of any kind.

The signal force of approximately 25 men, under Signal Supervisor J. O'Dore, Rocky Mountain Division, has not had a lost time or reportable injury since June 10, 1927. A nice record.

The substations on the Rocky Mountain Division, operating under General Foreman M. Mason, went through the entire year 1930 without a reportable or lost time injury. This record includes 14 substations between Avery, Idaho, and Harlowton, Montana, working 39 operators and 3 maintenance crew men. This is a very nice record.

Yardmaster D. R. Leaman, at Milwaukee, Wisconsin, has been in charge of the Chestnut Street District for the past three years and seven months, working an average of six engines per 24 hour shift without an injury of any kind. During that period an average of 4,500 cars were handled each month or approximately 190,000 cars during the period in which this record was made. This is certainly a fine showing and Mr. Leaman deserves a great deal of credit.

The substations on the Coast Division completed the year 1930 without a reportable or lost time injury. Mr. W. L. Hubbard, general foreman of substations, Coast Division, was hesitant about commenting on this record but after some persuasion he furnished the following information, which undoubtedly will be of interest to all employes:

"I am wondering if the fact that a small group of 23 men—the substation force on the Coast Division—went a year without accident is of enough importance to justify calling particular attention to the matter. There are so many much larger crews that have done the same thing.

"It would be rather difficult to write an article that would properly explain the conditions under which the operators have to work, without stressing the hazardous nature of this work, which I do not think we should go into. In handling the maintenance work and operating, the men realize that a mistake will result in a fatality. This makes them naturally careful and in a large measure prevents them from having minor accidents. We have a rule that requires at least two experienced men to be present when any work is done, in doing which there is a liability of a man making a mistake that will allow him to come in contact with the live parts. The two or more check each other, and in case of an accident there is immediate help at hand. Another important rule is that we allow no work to be done on wires or apparatus when charged with more than 220 volts, and only on this voltage when it can be done safely. Another rule which safeguards the men against mistakes is that circuits upon

which they are working, shall be visibly opened and grounded before actual maintenance work is commenced. "The substations operators on the Coast Division do all their own maintenance work, with the assistance, when needed, of general foreman. This work is scheduled over over the year at such times as it can be best performed. Aside from the general operators' duties, such as starting and shutting down, taking care of machines, house-keeping duties, and keeping of records, the operators perform about 40 scheduled maintenance jobs a year, an average of three and one-third a month. This, as experience shows, keeps the apparatus in good shape and prevents and reduces the amount of emergency repairs and hurry up jobs, which in turn aids in reducing accidents.

"The operators have taken a very serious interest in Safety First work and attend safety meetings at considerable sacrifice of personal time. All safety reports are forwarded from this office, so that each substation has a chance to read everything that comes to the general foreman's desk, in regard to safety work. Many valuable suggestions for making the substations safer to work in are thought of by the operators, and they have willingly furnished the labor in installing protective devices."

Yardmaster Oscar Vacheau, at Harlowton, Montana, has a clear record for reportable injuries for the year 1930. While there are only two switch crews working at Harlowton, Mr. Vacheau is proud of his record and certainly deserves to be.

Traveling Engineer Webb, Trans-Missouri Division, reports having completed the year 1930 without a reportable or lost time injury to the men under his supervision, as follows:

115 engineers
86 firemen
9 hostlers
3 engine watchmen
1 engine handler

The contest for the year 1930 ended with the following officers at the top of the list in their various groups:

Name	Title	Division
E. A. Meyer	Superintendent	Superior
E. W. Hopp	Master Mechanic	H. & D.
F. D. Campbell	Asst. Supt., Car Dept.	Lines West
(Classed with D. M. C. B.)		
M. M. Harrington	Trainmaster	Wisconsin Valley
W. H. Hart	Traveling Engineer	Superior
W. H. Blanchard	Division Engineer	Superior
J. A. Cherwiler	Roadmaster	Iowa
L. J. Denz	Chief Carpenter	Chicago Terminals
J. J. Flanagan	General Yardmaster	D. & I.
C. H. Crouse	Agent, Minneapolis	Twin City Terminals
F. S. Peck	District Storekeeper	Middle District
A. O. Swift	Signal Supervisor	D. & I., Iowa, K. C., S. C. & D., Des Moines
J. G. Wetherell	Asst. Engr. (Grade Separation)	Milwaukee Ter.
G. Lamberg	Loco. Shop Supt.	Twin City Terminals
L. B. Jensen	Car Shop Supt.	Milwaukee Terminals
J. J. Roe	Store Shop Supt.	D. & I.

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

	—December, 1930—			—December, 1929—			—Decrease—		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East...	13	5	2	32	26	2	19	21	
Lines West...	1	13	12
System	14	5	2	45	26	2	31	21	
A decrease of 70% in reportable injuries									
	—12 Months, 1930—			—12 Months, 1929—			—Decrease—		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East...	17	271	174	32	1,084	595	15	813	421
Lines West...	6	74	44	6	216	95	..	142	51
System	23	345	218	38	1,300	690	15	955	472
A decrease of 72% in reportable injuries									

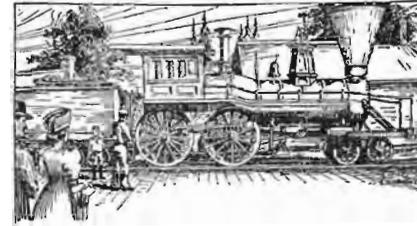
There were 14 divisions that went through the month of January without a reportable injury and those with the star prefix also went through without a lost time injury, as follows:

*S. C. & D.	I. & D.
*Des Moines	*South Minneapolis
Milwaukee	*T. C. T.
*Wisconsin Valley	*Trans-Missouri
*Superior	Rocky Mountain
Milwaukee Ter.	*Idaho
*I. & M.	*Coast

The First Locomotive Built in Wisconsin

Its Delivery from Foundry to Tracks

WHEN locomotives of these present days are ready to start out on the journey from the shops where they were built to their ultimate destinies on railroads for which they were constructed, we have the picture of them rolling majestically along, a part of a long freight train pulled and piloted by one of their own kind.



The little locomotive above, named "The Menomonee," was built in Milwaukee at the foundry of Walton & Company for the Milwaukee & Mississippi Railroad, the humble beginning of The Milwaukee System. The foundry was located on the corner of Reed and South Water Streets, and the railroad was across the Menomonee River, with several blocks of distance and a bridge to negotiate before it could reach the scene of its operations. The Reed Street of that day has been described as "narrow" and the bridge "of the floating type," so the transit of the locomotive presented various difficulties, particularly as the special problem of locomotive moving was a new one to cope with.

On October 14, 1852, The Milwaukee Sentinel made the following announcement: "The Menomonee is the name of the SPLENDID LOCOMOTIVE just built at Menomonee Foundry (Walton & Company) for the M. & M. R. R. Company. The Menomonee leaves the foundry for the track today."

On the following day, however, the preparation for its march was begun. A dozen men and twelve yoke of oxen dragged in some track and put it down in Reed Street, the engine was rolled out, quite filling the street between sidewalks, the march was begun. Straining oxen were the motive power, with a dozen men dashing about, watching the tracks and apprehensive that they would sink into the mud under the weight of the monster, and crowds of spectators lining the way, cheer leaders and all that. Slowly the march proceeded and all went well until the bridge was reached. There, oxen, men, block and tackle strained and tugged with full might and main to get the locomotive up the incline at the bridge. It was a hard struggle, but the bridge was finally gained, only there to meet near-disaster when the bridge barely escaped sinking under the twenty-six tons weight of the "iron horse."

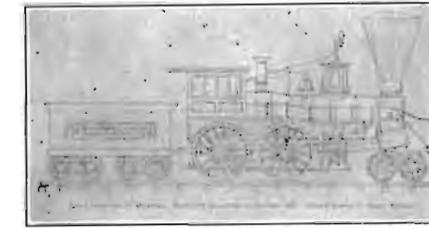
But the day was finally won and "The Menomonee" was proudly rolled onto its own tracks.

The Sentinel of October 25th records this: "The new locomotive, the Menomonee, built by Walton & Company at the Menomonee Foundry, the first one manufactured there, was put on the track

on Saturday and performed to the complete satisfaction of all concerned. We note the fact with no little pride that here in Milwaukee has been built the first locomotive west of Cleveland. A proud day for Milwaukee, truly. Another newspaper of the city, with a reportorial and editorial staff of real imaginative quality, announced: "The new locomotive, the Menomonee, was put on the track yesterday and its speed pretty well tested, running fourteen miles in twelve minutes." Some speed for that little pioneer, but history has not recorded any casualties.

Following very soon after the debut of The Menomonee, came a second engine of the same size from the same foundry, and it was named "The Whitewater." The type of construction differed from the first one, the latter being what was known then as "Inside Connected," while the Whitewater had outside connections.

The data in connection with the story of the delivery to the M. & M. R. R. of its first locomotive was taken from an article written by George Richardson, who at the time of the transit of the engine from shop to tracks, was an employe of the moving contractor and a participator in the affair.



C. M. St. P. & P. Women's Jig Time Bowling League

	Won	Lost	Percent
Small Time	26	13	.667
Big Time	26	16	.619
Low Time	17	25	.405
On Time	12	27	.308

Individual Averages

Player and Club	Games	Aver.
E. Albright, Small Time.....	36	138
E. Collins, Big Time.....	42	129
J. McDonald, On Time.....	42	126
M. Porten, Low Time.....	42	125
A. Byrne, Big Time.....	36	111
M. Steffen, Low Time.....	39	105
H. Henning, Small Time.....	39	105
C. Barber, On Time.....	39	105
I. McDonald, Small Time.....	39	96
M. Edwards, Big Time.....	39	88
R. Wennerberg, Low Time.....	39	86
A. Gaynor, On Time.....	42	83

High Team Average—Three Games—	
Small Time	1217
High Team Average—Single Game—	
Small Time	435
High Individual Average—Three Games	
—E. Albright	474
High Single Game.....	193
E. Collins	178—February 9
J. McDonald	178—February 2
E. Albright	193—January 26

Come on, girls, where are these 200 games. The schedule is winding its way toward the end, and we ought to have one of them pretty soon.

A number of girls have entered the Third Chicago Evening American National Women's Bowling Classes, February 28 to March 8, 1931, at Schueneman's Lakeview Alleys, 3239 N. Clark St. Watch for the dates on which they will appear, and join the rooting section.

Freight Auditor's Bowling League

	Won	Lost	Percent
Omaha	31	26	.785
Kansas City	31	26	.774
Seattle	30	27	.771
Milwaukee	28	29	.777
Twin Cities	27	30	.774
Chicago	24	33	.767

Individual Averages

Player and Club	Average
Gentz, Milwaukee	176
Peterson, Twin Cities	175
Malczynski, Chicago	174
Becker, Omaha	172
Reinert, Twin Cities.....	171
Haidys, Seattle	169
Woelffer, Omaha	164
Bartels, Kansas City.....	162
Kennitz, Kansas City.....	161
Duffy, Seattle	161
High Team Series—Omaha.....	2666
High Team Game—Twin Cities.....	1001
High Individual Game—Becker.....	605
High Individual Series—Reinert.....	255

The Omaha Team, under the careful guidance of Charlie Woelffer, has finally found itself on top after a steady climb from the cellar, and demoting Geo. Christ's Kansas City team from that lofty perch. George insists, however, that he is just loaning Charlie that top berth and in the meantime, the rest of the teams are after the hides of both of the leaders.

All in all, the race is going strong as we enter the final lap, and each one is confident that his team will be on top at the end of a very prosperous and successful season.

The next meeting of the league will be on February 28, at which time arrangements will be made for our annual banquet.

The Sioux City-Seattle Vets

Mrs. Ben Rose, Historian

THE annual mid-winter frolic of the Sioux City-Seattle, Milwaukee R. R. Vets was held Saturday evening, February 7, in the home of Mr. and Mrs. Murray Burrells, thirty members attending.

A chicken-pie dinner was served under the direction of Mrs. Albert Watier, Mrs. George Dilger and Mrs. E. J. Hopkinson.

The "Deedistrict School" provided the entertainment. The skit was practically impromptu. Mrs. Earl Murphey acted as county superintendent, Mrs. Ben Rose as teacher and Mrs. John Carney represented the parents of the district. Little Bertie Searles tied with Gorgie Dilger for honors in spelling. Johnnie Miller won the diction contest. During recess Artee Little and Benjie Algernon Percy Rose got into an awful fight, and were both soundly whipped by the teacher. Dear Little Teddy Buechler, with the cunningest necktie on,—started to school for the first time. His mother (Mrs. L. Saarosy) brought him as he was so very bashful. He made rapid progress,—in learning to chew gum and shoot paper wads.

Because of the low grades made by some of the students, the superintendent and teacher were not re-elected, the parents holding to the new theory in educational circles, that low grades and failures in the children, are a direct result of incompetent instructors.

Current News of the Railroad



Christening the "Dan Healey"—Left to Right: W. B. Dixon, George Rector, O. N. Harstad, L. M. Jones, O. W. Dynes, H. E. Pierpont, Ruth Hitzfeld, J. T. Gillick.

Christening the "Dan Healey"

A NEW TYPE and newly equipped, dining car, operating on the Pioneer Limited, has now been baptized "Dan Healey," with the accepted ritual of breaking a bottle over her prow. But in this instance a bowl of soup, or more properly, a bottle of consomme was the medium of baptism in place of the ancient accepted bottle of champagne. The christening and the smashing of the bottle was accomplished in the presence of a cordon of executives of the railroad, by Miss Ruth Hitzfeld, nine year old daughter of "Vic" Hitzfeld, assistant general agent, Passenger Department in Chicago.

The Dan Healey of several years ago, named in honor of the Pioneer's famous steward, has passed into the limbo of out-worn things and this new car will now keep Dan's name and his fame fresh during the years of its activities. Then, may another Dan Healey arise to "carry on."

Dan Healey's name was a synonym for a good dinner and the fame of his car and his meals spread to the far flung ends of the earth. People have been heard on tour in foreign lands joyously comparing notes of American travel and a listener in would have no difficulty in discovering that a dinner on the Pioneer Limited stood out foremost among the reminiscences.

Dan never forgot a face or a name, and as patrons filed into the car on leaving Chicago, he would call all those he had ever seen before, by name, ask after their families (mentioning each member, of course) pull out the diner chair with a sweeping bow, seat the party and summon a waiter with the injunction to "take good care of Mr.——" Dan was inimitable. He strolled up and down the car aisle, his eyes on every plate, and it was hard to get away from him without a second helping, nor could you leave the car without some little reminder of the occasion.

His name is irrevocably interwoven with the high reputation of the great train Dan passed on in September, 1922.

The new diner is built and furnished after the Early American period throughout. The plastered ceiling is heavily beamed,

which is finished to appear as if hand hewn. The ceiling fixtures for the electric lighting are replicas of old type oil lamps and there are wall fixtures of candle type. Pewter tableware carries out the feeling of the Early American period and the chairs are Windsor armchairs. The hardware is a replica of the old hand-forged antique wrought iron, and the linen, silverware, china and glassware are of the same type.

Some of the notable features of the equipment of kitchen, etc., are the fol-



Director of Cuisine George Rector instructing a class

Sauce and Salad Kitchen

A SALAD kitchen has been installed at the Western Avenue, Chicago, Commissary, equipped with the most modern machinery. Soup stocks, salad dressings, meat and fish sauces that are served extensively on the Milwaukee dining cars are prepared here.

In connection with the salad kitchen, but in a separate room, is the instruction kitchen, incorporating with an observer's gallery a regulation dining-car kitchen, pantry and the first two tables within the dining room, where the stewards, chefs, cooks and waiters are instructed in the preparation and service of foods. Every dish appearing on the menu is prepared before the class under the direction of the instructors, using a printed formula and proceeding in exactly the same manner that is to be followed on the trains.

lowing: Air is brought into the car by means of a fan, filtered and cooled when necessary; and enters the car body through grills near the floor line at each table. It is removed from the car by four exhaust fans and seven ventilators, so that proper ventilation can be had under any conditions.

The ceiling, walls and all equipment in the kitchen and pantry are made of Allegheny metal which does not tarnish, corrode or become stained. There are no projections or ledges where dust or other foreign matter can accumulate; and the sink is so equipped that dishes, utensils, etc., may be thoroughly steamed and sterilized. All water for drinking or used in the preparation of food is filtered. Food supplies are preserved by electric refrigeration, with special provision for fish and ice cream. The trucks are equipped with roller bearings and rubber pads to improve the riding qualities and reduce noise.

Spend Your Days in Train Travel

TO enjoy long life, spend your days in travel by train, is a suggestion occurring to anyone who reads the announcement of the Accident Prevention Bureau of this railroad that the year just past marks another in which no passenger was fatally injured as a result of an accident involving its trains.

In the past thirteen years approximately 147 million passengers have traveled on The Milwaukee Railroad, their journeys totaling nearly ten billion miles. During that period only one passenger was fatally injured in a train accident.

The Agricultural and Colonization Department



Farming in the Kittitas

THREE girls from the Kittitas Valley, Ellensburg, Washington, demonstrating how easy it is to turn out potatoes with the modern two-digger tractor outfit used on the up-to-the-minute equipped potato ranch of Leslie Wilson, Ellensburg, Washington. This particular field in which the scene was taken was yielding from 17 to 20 tons per acre of high quality netted gems for which the Kittitas Valley is famous.

Good Sheep for Club Work

Bowman County, N. D., Boys Purchase 20 Pure-Bred Hampshire Ewes in Montana

MEMBERS of the three 4-H sheep clubs in the county and one farmer divided a shipment of 20 pure bred Hampshire ewes. Club members getting the sheep were Ludvik Fisher, of the Minnehaha Club; Earl Bucholz and Howard White, of the Marion-Hart Club; John Greni, Dennis Johnson, Kenneth and George Stinchfield, Heman Curliss, Charles and Arthur Hinkley, and Albert and Leonard Bowman, of the Grand River Club, each getting one sheep. The balance of the load went to Oscar Myhre, of Hart Township, who is starting in the sheep business.

The ewes purchased were selected by J. K. Ford, livestock agent for the Milwaukee Railroad, from a fine flock owned by the Mt. Haggin Land and Livestock Company of Anaconda, Montana. The ewes as a whole were a mighty uniform bunch, each built low to the ground, wide and deep of body, and carried real Hampshire type. They were sired by bucks that were placed as the first prize pen of rams at the 1928 International Livestock Show. This year sheep from this same ranch carried away most of the main awards at the International Livestock Show. The ewes purchased will all lamb in March and these lambs will be an added attraction at the Bowman County Fair next fall.

500 Farmers Study Problems

Big Conference of Real Farmers Earnestly and Constructively Work for Solution of Agricultural Situation

THE Davenport Hotel, Spokane, Washington, on January 30th to 31st, was the meeting place of the 8th Annual

Young Farmers' Conference, which is sponsored by "The Washington Farmer" and "The Idaho Farmer," farm papers published by the Pacific Northwest Farm Trio. Major E. A. Smith and Fred Clemens, editor and assistant editor, have put much time, hard work and careful planning into making the conference a real farmers' forum. There is no over-head organization with officers and dues. The farmers of all ages meet in groups to discuss the problems in which they are most interested. Speech making on a set program has no place at this gathering. Anyone can talk and express his or her views so that actual farm experiences can be exchanged.

Real thinking is done in the different groups and sound conclusions are reached because they come from men and women who are daily operating farms so that it is not the work of agricultural theorists. The group leaders help draw out the thoughts of all members of the group and keep the discussions on the subject.

The value of this conference is demonstrated by the registered attendance of over 500 farm men and women in spite of the low prices for farm products and general "hard times" feeling. The farm folks who attend this conference repeat year after year because they get real value for the time and expense of attending for two days. It is the farmers' own meeting and they call on specialists for technical advice when needed, so interest and thinking on the part of those in attendance is stimulated instead of being deadened by long talks on subjects which may not be of prime importance or of interest.

J. A. Guitteau, state supervisor of agricultural vocational work in Washington, whose long experience in conference work has materially helped the farmers of Washington, had general charge of dividing the groups and assigning the group leaders.

The wheat and livestock group was led by: E. F. Gaines, Olympia; E. M. Webb, Dayton; W. S. Horne, Colville; H. E. Lattig, Moscow, Idaho.

Dairy: E. V. Ellington, Pullman. Poultry: W. W. Pierson, Cheney, and W. J. Green, Spokane. Community life: Evan W. Hall, Chicago. Boys: C. C. McCormick, Spokane. Women's groups: Miss Hattie Abbott, Moscow; Mrs. Louise Anderson, Cheney; Mrs. W. W. Pierson, Cheney; Miss Alta Fox, Spokane.

Evan W. Hall, assistant commissioner, and C. C. McCormick, agricultural development agent, represented our department and assisted in the conference by acting as group leaders. Mr. McCormick has for two years handled the group of Smith-Hughes Vocational Agricultural High School Boys and aroused much interest in leading the boys in their discussion of agricultural problems and planning with them for their future work. This is the fourth year that Mr. Hall has represented the Milwaukee Road at the conference.



Watermelon—Yum, Yum!

VICTORIA PENHALLICK trying out one of the delicious ice-cream watermelons, grown on her father's ranch in the Moses Lake country.



A Box of Hale Peaches

BOX of Hale peaches, grown by Mrs. Ivy Burns, who owns and operates a 45-acre fruit ranch at White Bluffs, Washington, on the Milwaukee Road. Fifteen of these peaches weighed fifteen pounds, or a pound per peach. In addition to growing excellent quality of peaches, Mrs. Burns grows a considerable acreage of nectarines, and the standard commercial varieties of apples. Mrs. Burns has conclusively demonstrated the ability of a woman to successfully handle what is considered in this locality a very sizable tract of orchard land.



Pure-Bred Stock in the Kittitas

FARM flock of pure bred Hampshires on the Wipple Bros. ranch, Kittitas Valley, Washington. This farm flock has been one of the very important factors in the development of a profitable diversified farm in the Kittitas Valley; in addition to furnishing pure bred bucks of high quality to other breeders throughout the Valley and elsewhere, the Wipple Bros. believe the farm flock has a very important place in the properly managed farm in Kittitas Valley. The development of this valley is of great importance to the Milwaukee Road.

The Dairying Industry of Wisconsin

(Continued from page 7)

cheese and the distribution of cheese. There are at all times in Milwaukee and other cities in cold storage warehouses, hundreds of carloads of cheese awaiting curing or the time when it shall be processed into cheese loaves. In recent years the change of marketing of cheese from the old cheese hoop, the long horn, and the yankee, to the loaf, has stimulated the consumption. Strange as it may seem, the greatest amount of cheese moving out of this area moves to the south, southeast and east, and to the coal mining areas. Great quantities of cheese are consumed in the coal mining districts, presumably because of the fact that the miners use cheese a good deal for their lunches.

Shares Development

Wisconsin likes to share her development with her neighbors and for that reason at various stations in Wisconsin dairy cattle sales are held, and dairy cattle from Wisconsin are bought by dairymen throughout the world. Cattle raised in Wisconsin grace the slopes of the mountains in Japan, the fields of Brazil, the ancestral estates of England, to say nothing of Germany and the Scandinavian countries. These dairy cattle are treated almost like humans, moving in palace cars by fast freight or express.

One of the largest breweries at one time, in the city of Milwaukee is one of the greatest processors of cheese in this district, marketing their cheese under the name of Pabst-ett.

It seem to me it would be a mighty good thing if all our soliciting forces throughout the country when they are calling on the retail trade, commission trade, and wholesalers, bear in mind that Wisconsin is one of the greatest cheese states, and that The Milwaukee serves practically every large cheese center in the state with fast and dependable service, and while beer may have made Milwaukee famous, the dairy industry has made Wisconsin famous.

To successfully carry on dairying, means an investment in livestock, machinery, and other equipment. It means the development of farming along substantial and sound lines, and it means that those engaged in cheese production have an investment which holds their interest in their occupation. The ever-growing markets for dairy products have assured dairy men of success for years to come, so long as Wisconsin dairy products continue to surpass and lead those of other states.

Acreege for Dairy Farms

Wisconsin has thousands of acres of land which can be used for dairy farms. Wisconsin invites farmers to take up these great areas of land and develop them, and assures them an opportunity for success and profit. There are no crop failures in Wisconsin that cannot be offset by the continued production of milk for dairy products throughout the year. We may have our depressions, but the dairy industry always affords a living for those who will work. Demand a piece of cheese with your pie and make the cheese business good, and the railroad's business good with it.

Fire Prevention

L. J. Benson

FIRES have occurred during January and February that have proved very disappointing to me, and, I presume, to you. They are being listed here so that consideration can be given to the causes and since the loss cannot be retrieved, we should take the maximum benefit from the experience and resolve that if it is in our power to prevent it there will be no further loss from the same causes.

La Crescent, Minn., January 13th—
Hoboes built a fire in a box car resulting in \$200.00 damage.

Bowman, N. D., January 19th—
A 16-year-old transient built a fire in box car resulting in \$672.00 damage.

Corona, S. D., January 19th—
Fire of unknown origin in adjacent elevators spread to our track resulting in \$364.00 damage.

Trans-Missouri Division, January 31—
Spontaneous combustion of charcoal in a new dining car, making its first trip, resulted in \$1,000 damage.

Scenic, S. D., February 1st—
Sparks from chimney set fire to depot roof resulting in \$250.00 damage.

Faithorn, Ill., February 4th—
Overheated stove set fire to box car dwelling resulting in \$537.76 damage.

Iowa Division, February 11th—
Tank car of gasoline in derailment caught fire destroying it and a merchandise car resulting in \$3,620.00 loss.

Chicago, Ill., February 11th—
Hobo built fire in box car resulting in \$500.00 damage.

Some of these fires, obviously, were the result of carelessness while others seem to have been from causes beyond our control. Hoboes are not in that category, for while it may be too much to expect police officers alone to keep this unwanted element off the right-of-way, it can be controlled and prevented from damaging property whenever employees outside this one department decide to combine their efforts with those of the police officers to do so. You personally would not permit a stranger to damage your own or your neighbor's property—why permit him to destroy your employer's? Trainmen and other out-of-doors employes ought to think about the matter and decide what they are going to do. It is a rather narrow-minded employe who believes he has only to do the one task to which he is assigned and refuses to co-ordinate his efforts with those of fellow employes to accomplish some common good.

There are two causes of fire from which we anticipate considerable trouble unless they are controlled through diligent effort. They are **SMOKING** and **SPONTANEOUS COMBUSTION**.

Smoking while on duty or while on company property is distinctly a privilege and as such it should not be abused. To smoke with complete safety it is only necessary to remember that it must not be done around volatiles and that a burning match, tobacco or cigarette stub carelessly discarded is a fire and will grow in proportions if it comes in contact with other combustible material. It therefore

follows that these things should be completely extinguished by wetting or stamping out before they leave possession of the smoker. To smoke around oils, gasoline, acid and other explosives is ridiculously foolish and to refrain from doing so is for the individual's own welfare. Respect "NO SMOKING" signs wherever they are visible.

Spontaneous combustion is our most overworked cause of fire. It is frequently assigned in order to cover up carelessness or negligence and while it is admitted that the term is unjustly used, we must acknowledge that spontaneous combustion is responsible for heavy losses. Sometimes a technical knowledge is necessary to avoid spontaneous combustion but we need not be concerned about that. Our trouble from this cause results when there is absolute negligence in the attention given commodities that are the means of spontaneous combustion.

This type of fire occurs in piles or loads of mixed rubbish that lies dormant for an unreasonable time, in dirty clothes and oily rags, in corners or unventilated lockers and tool boxes, in coal or ordinary dust piles, in soft coal that has had water applied to it, in damp charcoal or charcoal piled without spacing to allow air circulation and in charcoal that is stored in excessive heat.

* * *

A contributor reminds us that fire has been a boon to man from the beginning of time and that it would be that alone if "common horse sense" was used in controlling it. His contribution is printed here for mutual benefit:

"Life in the primeval days was a matter of self preservation and up to recent generations a matter of utilizing to mankind's benefit, the natural resources of nature. It was a boon then, seldom considered as that now, when man first discovered the benefit involved by making fire by use of friction generating heat and warmth necessary to life itself. Heat and flames are so easily generated in recent generations, that careless disregard of principals involving ignition of inflammable materials has removed from the face of the earth many material comforts and means of livelihood at mankind's expense and total loss. Consider the careless cigarette smoker—the careless welder—the careless man with oily waste—the electrician who is not thorough—the employe who overloads a stove causing overheating—the section foreman burning weeds without foresight and preparation to control such a fire and countless other employes and examples of carelessness.

"Elimination of causes of fire is a study—but it is not necessary to be a chemical engineer, or a college graduate to correct hazards common horse sense would remedy and the application of this principle is confined to no single department.

"Purpose, enthusiasm and perseverance on the part of each employe from humble positions to those of responsibility and trust—that is all required of us to reduce destruction and losses of the Red Spectre."

Co-ordination of Motor Transportation

(Continued from page 4)

The Effect Upon Rail Earnings of Motor Competition and Other Non-Railroad Competition

The extent to which motor competition has reduced the earnings of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company is indicated in many ways. Approximately five hundred common carrier motor truck concerns operate in the territory served by our railroad. The names under which they are operated and the points between which they operate are shown on two sheets appended to our return to the Commission's questionnaire in this proceeding.

Appended to our return to the Commission's questionnaire in this proceeding, also, are two maps showing in a general way the locations and geographic relations to our lines of the routes of the truck concerns operating in the territory our railroad operates in.

Illustrative of the competition in our territory, in respect of fixed routes, approximately twenty truck lines operate interstate between Chicago, Illinois, and Milwaukee, Wisconsin, and ten between Chicago, Illinois and Rockford, Illinois.

Approximately one hundred common carrier bus concerns operate in the territory served by our railroad.

Mr. Sparrow then referred in detail to various charts and tabulations indicating the continuous and rapid growth of truck and bus competition in the states served by The Milwaukee Road. The increase in number of licenses issued to trucks, 1929, compared with 1924, ranged from 109% in Washington to 1992% in Montana, and for all the states in which The Milwaukee road operates was 251%.

The same comparison for common carrier busses showed increases 1930 over 1925 ranging from 15% to 197%; the total for all 12 states being 54%.

I have in my exhibit a tabulation of railway ton miles and passenger miles, which shows the marked losses in rail carriers' gross ton miles and passenger miles in the three decades prior to 1920; the percentage of increase in ton miles in the decade from 1890 to 1900 being 85.8%, whereas in the decade from 1920 to 1929 it had fallen to 8.8%, and in the case of passenger miles, the percentage of increase in the decade from 1890 to 1900 being 35.4%, whereas in the decade from 1920 to 1929 there was a decrease of 34.2%. While it is true that there were other factors than bus and truck competition affecting this decrease in the percentage of growth, bus and truck competition was a negligible factor prior to the decade from 1920 to 1929, and there is no doubt in my mind that it has played a large and important part in bringing about the very marked decrease in the growth of rail earnings within the last decade. This tabulation is not confined to our twelve states, but covers the country as a whole. It should be noted that it does not include the year 1930, consequently the ton mile and passenger mile figures are free from the influence of the 1930 period of depression. This exhibit shows very clearly that the large decennial increase in tonnage of former days, which was an important factor in sustaining the credit of the railroads and enabled them to meet their ever-increasing capital charges and demands for lower rates, has ceased to be a reality.

I have had prepared in exhibit form a statement showing the approximate division of passenger revenues earned as between those earned in sleeping and parlor cars on the one hand, and

those earned in day coaches on the other, for The Milwaukee Railroad for each year from 1920 to 1929, both inclusive. This exhibit shows that while the loss in passenger revenues in 1929 was 46%, when compared with 1920, the loss in passenger revenues earned in day coaches was 62%, while the loss in passenger revenues earned in sleeping and parlor cars was only about 11%. It should also be noted that while the passenger revenues earned in sleeping and parlor cars increased in 1926, 1927 and 1928, those earned in the day coaches uniformly diminished. The exhibit shows that passenger earnings in day coaches have suffered over five times as much, in percentage of decrease, as compared with passenger earnings in sleeping and parlor cars, and have suffered vastly more measured in dollars.

There are no means of ascertaining how much of rail passenger patronage has been lost to bus competition and how much to privately owned automobiles. Presumably, bus service, which is actually in the business of competing with passenger train service, has absorbed a large portion of what our passenger trains have lost in earnings, although there can be no doubt but that private automobiles have also absorbed a substantial portion of it. In this connection, however, it is interesting to note that from the reports of Class I railroads to the Interstate Commerce Commission their passenger revenues declined from \$1,304,814,986, in 1920, to \$872,466,361, in 1929, a loss of \$432,348,625, and that according to "Bus Facts for 1930" the gross revenues of inter-city busses in the year 1929, totaled \$285,000,000. While the information as to bus revenues does not go back of 1925, in that year they were \$175,000,000, so that there was an increase in bus revenues and bus travel in the five years, 1925 to 1929, inclusive, of \$110,000,000, as compared with a decline in railroad revenues of \$192,339,791.

Mr. Sparrow then went into much detail with respect to the extent to which highway competitors have reduced the earnings of the railroads, showing various classes of commodities being moved to a large extent by trucks in the several states, some of them for long distances; and called attention to the fact that truck concerns are not required to publish interstate rates and are not regulated in respect of rates or service by any Federal authority. Apparently less than 5% of the trucks now in operation are regulated by State authority in respect of publishing tariff schedules and reporting earnings.

Division Consolidations

EFFECTIVE February 1st, occurred the consolidation of the La Crosse and River Divisions, to be operated henceforth as the River-La Crosse Division; and at the same time, the I. & M. Division was consolidated with the Southern Minnesota Division and will be known as the Iowa and Southern Minnesota Division.

The headquarters of the River-La Crosse Division are established at La Crosse and the headquarters of the Iowa and Southern Minnesota Division are at Austin. Mr. M. T. Skewes, formerly superintendent of the River and I. & M. Division, is appointed assistant superintendent of the Iowa and Southern Minnesota Division, and he will move from Minneapolis to Austin. Mr. O. H. Frick moves from Portage, old headquarters of the La Crosse Division, to La Crosse to take charge of the new River-La Crosse Division.

Other changes, among those the old offices in the Minneapolis station, are as follows:

Mr. W. J. Kane, chief clerk in the River and I. & M. Division superintendent's office, has taken the position of chief clerk on the

H. & D. Division, with headquarters at Aberdeen, S. D.

D. T. Bagnell, trainmaster on the River Division, has been moved to La Crosse, serving the company in the same capacity.

W. J. Lieb, trainmaster on the I. & M. Division, has been appointed to the same duties on the I. & S. M. Division, with headquarters at Austin, Minn.

C. D. Galliven, chief dispatcher on the River and I. & M. Division, has been appointed chief dispatcher on the River-La Crosse Division, with headquarters at La Crosse.

Mr. H. S. Peed (High Speed), formerly night chief on the River and I. & M. Division, has taken the position of second trick dispatcher on the River-La Crosse Division.

Messrs. E. W. Rudloff, W. G. Ende, and O. C. Peed have taken trick dispatcher's positions at Austin, Minn.

Messrs. Fred Brunner, E. J. Sainsbury, and W. H. Siemers have taken trick dispatcher's positions at La Crosse, Wis.

Mr. Elmer H. Christensen, chief clerk's stenographer in the River and I. & M. office, has taken the position of personal stenographer to Mr. Erickson, chief clerk on the newly formed River-La Crosse Division, with headquarters at La Crosse, Wis.

Mr. J. A. Jakubec, trainmaster's clerk, River and I. & M. Divisions, has accepted the same position on the River-La Crosse Division, with headquarters at La Crosse, Wis.

W. J. Zahradka, secretary to Mr. Skewes, has retained the same position with Mr. Skewes at Austin, Minn.

Mr. Russell Risberg, former car distributor's clerk, and more recently assistant chief clerk in the River and I. & M. Division superintendent's office, has taken the position of chief carpenter's clerk, with headquarters at Austin.



Mr. Donald Mitchell of Twin City Car Department, and Mrs. Mitchell

Their Golden Wedding

MR. AND MRS. Donald Mitchell celebrated their golden wedding December 24. They were married in Wick, Scotland, in 1880 and came to Minneapolis in 1888. A daughter, Mrs. R. K. Forsyth, and a son, Dr. J. Mitchell, both live in Minneapolis, also two grandchildren. Mr. Mitchell has been in the employ of the Milwaukee since 1895, starting at the old elevator "B." In 1904 he came to the Car Department where he continued until 1927, when he was transferred to the Mechanical Department. He has an enviable record, no demerits or discredits of any kind, never has been late, and speaks only with the highest regard for all the foremen in the whole Milwaukee System. The "Milwaukee" congratulates Mr. and Mrs. Mitchell, and wishes them many more years of happiness and good fortune.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Aberdeen Chapter

Mrs. G. Reuland

ABERDEEN CHAPTER met at the club rooms January 15th with a very representative attendance. The meeting was opened by the president with recitation of the club's motto.

Minutes of the previous meeting were read and approved.

The treasurer's report was given as follows:
Balance on hand January 1st.....\$121.59
Dues paid 1.00
Funds received from Chicago 300.00
\$422.59

Bills Paid—
General Welfare Work\$79.98
Flowers—Sunshine Com..... 2.00 81.98
\$81.98

Balance on hand\$340.61

Mrs. Bolan, chairman, membership committee reported two renewals. Current total voting and contributing membership—315. Mrs. Soike's sunshine report indicated fifty personal reports two renewals. Current total voting calls and seventy-five telephone calls, since last meeting. A very fine and typical sunshine act was performed when Mrs. Soike sent eighteen greeting cards with a rose attached, to our sick members at the hospital on Christmas day.

Corresponding secretary, Mrs. Williams, reported sending three cards during the past month—also read one acknowledgment to the club.

Mrs. Gillick, chairman of the welfare committee, reported forty-five personal calls and sixty telephone calls. Her report traversed in a concise manner the complete activity since the last meeting. It indicated a widespread welfare work which taxed the entire committee. Mrs. Gillick made specific request to purchase coal for an employe working only fifteen days a month. The members voted to purchase at once. She also reported that three families are under the entire maintenance of the Milwaukee Women's Club, as well as many more securing periodical help.

Mrs. Gillick related the story of the "little Milwaukee family" at the St. Luke's Hospital, wherein the stork did signal honors to Mrs. Schense, wife of one of our local trainmen, by bestowing upon her the unique parcel of quadruplets. Word from the hospital indicates they and mother Schense doing very well. Mrs. Gillick then appealed to the members to sew for these babies and every lady present expressed desire to assist.

Plans were immediately outlined to assemble the next afternoon and cut and sew ninety yards of flannel.

Concluding her report, she thanked the members of her committee for their cheerful and untiring co-operation. The following bills were read and allowed:

Curtains cleaned\$ 8.50
Kitchen curtains purchased 1.50
Ash trays 1.00
Grocery bills 11.74

It was voted to continue our membership in the City Federated Club and authorize payment of \$1.50 dues to cover.

The president announced the nominating committee: Mesdames Burdick, Drum, Federn, Donovan and Morely.

Mrs. Sizer led the club in singing.

Mason City Chapter

THE regular meeting of Mason City Chapter was held in the club rooms January 27th, at 7:30 P. M. Mrs. Guy Davis, president, presided. Regular routine of business was taken up and a nominating committee was named for the purpose of nominating the new officers for the coming year.

An unusual surprise greeted us at this meeting. A goodly number of the men were in attendance. We cannot see why more men do not turn out for our meetings. They certainly are welcome and I'm sure all that were present at this meeting will admit they spent an enjoyable evening.

Our special guests for the evening were Mr. A. H. Rule, company attorney, Mason City, and Rev. Redenbaugh, newly appointed Episcopal minister, Mason City.

Mr. Rule gave us an extremely interesting as well as educational talk on Alaska. In fact when Mr. Rule finished his talk, which included actual views by means of moving pictures, I'm sure there wasn't one present but who would thrill at the opportunity to visit this United States possession. In other words, he opened the door of Secretary Seward's Ice Chest (as he called it) and brought to your mind a country that was truly a treasure chest, and one that you longed to some day make a visit to. This territory of the United States was purchased for the price of \$7,200,000.00, and it has paid for itself many times by its wealth of gold, fish and paper pulp. Alaska may sound "cold" and look "cold," but it seems to have its California, as it too, is warmed by the waters of the Japan Current. We certainly appreciated Mr. Rule bringing to us his store of knowledge gained from his personal trips to this place and hope he will consent to visit us another time in the near future.

The club orchestra played a few numbers later in the evening, and you will have to hear this Milwaukee orchestra to fully appreciate it, for when I say "They're fine"—I mean it.

Refreshments closed the evening's entertainment.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE January meeting was well attended in spite of falling on one of the really cold days which have been so rare this winter.

The president, Mrs. Carey, gave a report of the work she is doing on the Milwaukee Terminals Relief Committee. The case of where a little girl was furnished with school books and arrangements made to pay her tuition in a parochial school was reported on by the scholarship fund chairman. Another little girl was furnished with shoes so that she could attend school.

Save the date of May 2nd, because the Milwaukee Chapter's annual dance and card party will be held at the Milwaukee Auditorium that evening. Miss Irna Knoll was appointed chairman, in view of the capable way in which she has so successfully managed previous annual parties.

All members are urgently requested to notify the corresponding secretary of any changes in address, as a great number of cards sent out to notify the members of the meetings and card parties are being returned due to incorrect addresses.

Mrs. Schmutzler, a member of the chapter, gave a recitation which she had given forty years ago, for the entertainment of those present. Mrs. Schmutzler is very active in the chapter and has now added her work on the program to the list of all she has done in behalf of the chapter.

Mrs. Schub, social chairman, and her committee, served home-made cake and coffee to all those attending the meeting.

Montevideo Chapter

Dora Anderson, Historian

MONTEVIDEO CHAPTER sponsored a wonderful Christmas party for the children and their parents on Saturday, December 20th. The club rooms were beautifully decorated with Christmas trimmings and Christmas trees ablaze with many colored lights.

Promptly at 2:30 the fun began: games, contests, little playlets, group singing, etc., all of which contributed to a wonderful afternoon, as the kiddies all agreed.

The program was in the hands of Mrs. Lofdahl and Mrs. Ellis Schmitz.

Then the l-u-n-c-h! and such a lunch as it turned out to be! Everyone enjoyed it, both young and old, with the children gathered together in circles on the floor and around the trees.

Mrs. H. Helgerson, Mrs. Chas. Matt, and Mrs. Catherine Young had charge of the lunch arrangements.

Our president, Mrs. Glann Tucker, with Mrs. Fifield, Mrs. Chas. Nelson and Mrs. E. A. Hazeltine, took care of all the kiddies.

Mrs. R. H. Gunderson was in charge of the decorations, and likewise she was general chairman of the whole affair.

After lunch and the games, as the twilight began to creep in, in rushed Zev Bishop with a message from Santa himself, which said he was on the way and expected to reach Montevideo about 5:15.

The children were all on edge and eagerly awaited the train which was bringing Santa to them. Ice cream cones were next passed around and then another wire was received from Old Nick saying he was at the next town and coming like the wind!

Such excitement! When lo! around the corner of the bridge-turn we sighted the Christmas train, ablaze with beautiful lights, the whistle shrilly proclaiming Santa's approach. Soon he was actually right outside, and then up the stairs to the club room. He had just oodles and oodles of presents—enough for every little tot and every middle sized one, too, and he distributed them with a loud laugh and a "Merry Christmas" to everyone there.

The committee in charge also distributed an orange and an apple to each child. The apples were sent all the way from White Bluffs, Washington, and were donated by Mr. Brodshaw, father of Mrs. Gunderson, especially for the party.

Mr. J. J. Brown, trick dispatcher, and incidentally mayor of our town, gave an interesting talk on the manner of observing Christmas in several foreign countries, which he had had the privilege of seeing.

Mrs. Mark Rosdall also gave a splendid reading entitled "Tingle-tangle."

After Santa had said "God bless you," to everyone, he disappeared and so the party broke up, each one declaring they had had a lovely time.

Work done by our Welfare chairman, Mrs. H. N. Helgerson, Montevideo Chapter:

38 families were given food, clothing, coal, medical aid, hospital service and other miscellaneous donations amounting to \$388.26.

8 Christmas baskets and 9 Sunshine baskets were given to the sick and shut-ins.

110 personal calls and 25 telephone calls were made; 56 garments were distributed.

Mobridge Chapter

Dora Anderson

A VERY interesting meeting was held on Monday evening, January 26th, our president, Mrs. W. P. Moran, presiding. The meeting was opened with the reading of the club motto and the singing of the club songs.

Reports from the various committees were read and it is gratifying to know that everything possible is being done to relieve suffering among our unfortunate members.

Mrs. Robert Scott, chairman of the membership committee, reports that we have at this time 225 voting members and 288 contributing members, making a total of 513 members. We feel that Mrs. Scott has done exceptionally well considering the reduction in forces and that so many of our people have been transferred to other places.

Mrs. Moran appointed a nominating committee and election of officers will be held at the February meeting, the new officers taking over their duties April 1st, the beginning of the new fiscal year.

After the business meeting a program of games and stunts were indulged in, and judging from the laughter and merriment, was thoroughly enjoyed by all.

We wish to thank the farmers around Spokane for sending us about sixty bushels of potatoes which are being distributed among our needy ones.

At the close of our meeting we were served good home-made doughnuts and coffee by the following ladies: Mrs. Wm. James, Mrs. Ed Harville, Mrs. Wm. Hogan and Mrs. H. A. Halverson.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE meeting convened on January 13, at 2:30 p.m., in the club rooms, with about 66 present. The record attendance for a regular meeting. Mrs. E. J. Czamanski presided, as usual. Reports of activities of the committees were read. The Welfare chairman reported 12 investigation calls in non-employment cases were made and assistance recommended. Two cases of illness needed attention. Our Sunshine chairman was busy sending cards and members of committee called on others to scatter sunshine.

It was voted to have a guest day card party February 3. A Nominating committee was appointed, since elections are to be held at the next regular meeting. A straw ballot was taken to guide the committee. The chairman has been more than busy getting the consent of members to place them on the ballot, but we've succeeded in getting a list of nominees we are proud of. After the meeting cards were enjoyed as usual. Prizes were awarded Mrs. Frank Duvie and Mrs. Dan Wells in "bridge" and Mrs. August Krueger and Mrs. Jule Manhart in "500."

Fourteen tables were in play on the guest day card party. A delicious lunch was served and prizes awarded.

We were happy to see our president about again since her recent illness. We hope she will make a complete recovery very soon.

Miles City Chapter

C. J. Walters, Historian

THE January meeting of Miles City Chapter was held on the 23rd, the attendance

being about 40. This was exceptional as the Elks' Club were sponsors to a charity ball on that evening.

Mrs. Nummerdor, the president, presided and the usual business routine was transacted. The president read a communication from the general chairman of the relief committee, and reported that assistance was being given in 45 cases. We hope all our people can be reached and aid given when it is needed. Bills for milk, dental work for children and school supplies, were deducted from the scholarship fund.

The Sunshine chairman reported on visits to the sick and needy, both in their homes and at the hospital. Notes of thanks were received from families who received baskets of food at Christmas time.

Superintendent George G. Hill has been most kind and obliging in working with the Women's Club. We appreciate his co-operation and also that of the other members of the relief committee.

A program was given consisting of piano solos by Dolores Patch and Dorsey McCauley.

Following this, lunch was served by a committee consisting of Mrs. S. T. Hobbs, chairman, assisted by Mrs. Phil Kearney, Mrs. Tom Brady, Mrs. M. L. Johnson and Mrs. Chas. Guidice.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE TWIN CITY CHAPTER held its regular monthly meeting in the depot club rooms February 2. Election of officers for the ensuing year took place, which will be published in the April issue of the Magazine, and the new officers assuming their respective duties that month.

The Welfare chairman, Mrs. Haack, reports an expenditure of \$812.00 for the months of December and January, which includes hospital bills, money spent for rent, groceries, meat, milk, etc.

The Sunshine chairman, Mrs. Smith, has made many calls and sent cards of sympathy to those that are ill and bereaved.

The Twin City Chapter held a Christmas Party for the Milwaukee employes and their families December 21, 1930.

Santa Claus presented each child with a bag of candy and nuts and a present, after a program arranged by Mrs. Mueller was given by the children, which consisted of songs, readings and dancing.

The committee wishes to thank Mr. A. A. Kurzejka, who took the part of Santa Claus most efficiently.

Refreshments were served by the Social committee, after the program, and each guest left with a cheery smile and a Happy New Year to all.



Yardmaster S. S. Mayo and Force,
Miles City



B. & B. Foreman E. M. Erickson and
Crew, Terry, Montana

The Pictures Above Shown Were Misplaced in the February Magazine—
Correction Is Hereby Made.

master mechanic. Talks were also given by Mrs. H. P. Carmichael, president of our Savanna Chapter, and the other officers attending this meeting. The auxiliary chapter will be in charge of the following officers: Mrs. Ernest Johnson, vice-president; Mrs. Richard Murphy, recording secretary; Miss Anna McDermott, corresponding secretary, and Mrs. C. W. Braack, treasurer. Committee chairmen were also appointed. Mrs. Carmichael invited the Davenport ladies to attend the next regular meeting of the Savanna Chapter.

A benefit movie will be given on February 10th at the Webb Theatre in Savanna. The proceeds will be used for relief work.

The next regular meeting of the Savanna Chapter will be held on February 9th. Election of officers will take place at this meeting.

Savanna Chapter is enjoying some new pieces of furniture in the club house.

Deer Lodge Chapter

Edna Waldron, Historian

THE regular meeting of Deer Lodge Chapter was held on February 2nd at the club house. The meeting opened with recitation of the club motto. All reports from headquarters were read and then committee reports received. Election of officers took place as follows:

President, Mrs. Warren Greater; First vice-president, Mrs. Dell Waldron; second vice-president, Mrs. N. H. Mayo; recording secretary, May Cunningham; corresponding secretary, Mrs. J. C. Pears; treasurer, Mrs. Drawbaugh; historian, Erma Bagley. They will assume office at the April meeting.

The program was by Mrs. Bagley as follows: Trumpet duet by Bender Waldron and Gerald Maddern; reading by Gerald Maddern, and a trumpet solo by Gerald Maddern, accompanied at the piano by Mrs. Bagley.

Refreshments were served.

As to our winter—we have it all over California.

Channing Chapter

Mrs. A. J. Harnish, Historian

THE regular February business and social meeting was held on Tuesday, the third. Meeting called to order by our President, Mrs. W. W. Tuttle.

Reports of the various chairmen were remarkable; Mrs. Lylan Worthing, chairman of the Lydia Byrom Scholarship Fund reports 154 lunches to school children and various apparel gifts. Our sunshine committee reports showed the sick had received gifts of cards, fruits and flowers.

The dance given for the benefit of the club last month was well attended and a goodly sum was realized.

The annual get-together party for members and husbands will be held in the near future.

Election of officers for the ensuing club year are: President—Mrs. W. W. Tuttle; First Vice-President—Mrs. C. Huetter; Second Vice-President—Mrs. George Hogan; Corresponding Secretary—Mrs. Jess Hale; Recording Secretary—Mrs. John Kramer; Treasurer—Mrs. George Carey; Historian—Mrs. Henry McGregor.

We have been very fortunate to have the offices filled by these women, who are so faithful to the club.

After the meeting cards were played and lunch served by Mrs. W. J. Tobin, Mrs. B. Trigloff, Mrs. Ed. Grade.

Portage Chapter

Elizabeth Bloomfield, Historian

THE month of January meeting of the Portage Chapter was not only a business

and social affair, but a sort of farewell to many of the members who are leaving for their new homes at LaCrosse.

Mrs. Dewey Brown, corresponding secretary, will be greatly missed, as she always fitted in to any work assigned to her.

"Miss Eileen," the LaCrosse Division "story" writer for the magazine, will have her first experience in a regular boarding place.

Mrs. Budzien, first secretary of the club, was an earnest worker, and last, but not least, Mrs. Frick, first president, who continued her good advice and helping hand on all occasions.

The departing families were guests of the club at a card party, given on the evening of January 22, when approximately twenty R. R. men, who have been transferred from here to the consolidated office of the Division at LaCrosse, were present. Mrs. Miller, president, expressed the regret of the club at losing so many good, faithful members, and wished them happiness in their new abode.

Those leaving are Superintendent and Mrs. Frick. Messrs. and Mmes. E. E. Erickson, W. Budzien, C. Miller, Clair Capron, Paul Isberner, Clifford McDermott, Dewey Brown, James Brown, A. M. Kilian, F. Kreuger, Sam Hunter, J. W. Blossingham, J. Jungwirth, Mrs. Hazel Taylor, Eileen Story, Carl Brown and Wm. Stegman.

With sorrow and sympathy we mention the passing beyond of another club member, Mrs. Humphrey of Watertown.

At the regular monthly meeting, held February 6, reports were submitted and approved. Committees on relief were busy this month distributing groceries and clothing; also financial aid, where needed. Sunshine committee made personal and telephone calls.

A scholarship of \$100 was paid, but the treasurer's report shows we are financially able to keep up the good work, however.

"Affairs by diligent labor only thrive," so the club is sponsoring a Valentine bridge tea on February 13, for members and friends to enjoy, and add their mite to our charity fund.

Annual election of officers was held this month: Mrs. W. Washburn, president; Mrs. L. Murrell, 1st vice-president; Mrs. G. K. Farner, 2nd vice-president; Mrs. R. C. Falck, secretary; Mrs. H. Ambrose, corresponding secretary; Mrs. H. Sullivan, treasurer, and Mrs. F. P. Miller, historian.

The R. R. Boy Scout troop is very fortunate in securing the well known "Scotty" MacFarland as their new scoutmaster. For the past several years he has conducted all the athletic events for the National Guard at Camp Douglas. He is also chief physical instructor for the local guard unit of this city, and a R. R. employe.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

SIoux FALLS CHAPTER met in its club house Tuesday evening for a regular business session and the annual election of officers. The meeting was conducted by the president, Mrs. H. Kruck. All committees were present and reported the membership to be 250 at this time. This report includes the contributing members. The chairman of the sick and relief committee of this chapter reported \$132.35 spent for coal, groceries and clothing for the needy of the Milwaukee family.

The nominating committee reported as follows: Mrs. Jen. Wheeler, president; Mrs. H. Flasley, first vice-president; Mrs. B. Haas, second vice-president; Mrs. John Bell, treasurer and Mrs. E. E. Lovejoy, secretary. Mrs. Tom Cavanaugh, historian.

Mrs. A. B. Main presented the club with the Scrap Book, which she just completed. This gives a complete outline of the activities of the club since its organization in 1925.

The club will sponsor its Annual Charity Ball, which will be held in the Arkota Ballroom on April 9. Mrs. J. R. Bankson and Mrs. Christine Larson are joint chairmen. This dance, which is sponsored once a year, offers an all expense trip to the Gallatin Gateway, or a \$50.00 gold piece to the lucky number. The club appreciates all support which the public can give toward making this dance a success, due to the fact that money is needed badly for the relief of the unemployed members of the road.

Mrs. A. B. Main has been very ill for the past few weeks. All members were very pleased to see her at the meeting. The needy of this chapter are receiving all the attention possible and Mrs. Robt. Manson wishes to get rid of her surplus energy, and has donated her services to the new officers. We have no doubt by spring she will have a job.

Saturday evening the members of this chapter met at the passenger depot for a general get-together dance and general good time. Members young and old joined in the frolic, and at the stroke of twelve Mesdames Manson and Jenkins hollered for food. The committee in charge produced delicious refreshments, and after many rounds of coffee all departed for home, and expressed their appreciation to the committee for the good time. Mrs. Walter Houser carried off the prize for an angel food cake.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE regular monthly meeting of the Union Station Chapter was held Tuesday evening, February 3. After supper had been served in Fred Harvey's restaurant a business meeting was held in the club room, at which time the election of officers took place. The following officers were elected and will begin their term of office April 1, 1931:

President—Mrs. J. L. Brown, 1st Vice-President—Mrs. W. R. Dolan, 2nd Vice-President—Miss Hazel Merrill, Recording Secretary—Miss Marilyn McNicholas, Assistant Recording Secretary—Mrs. Dorothy Hallwachs, Treasurer—Miss Margaret Pagels, Historian—Miss Vera Snapp.

The first game of our bridge series was played and prizes were awarded to Misses Sullivan, Barrington, Snapp, Borne and Mrs. Barker. This series will consist of four evenings of bridge to be played every other Tuesday evening until four games have been played. Prizes will be awarded each evening, but only those having played all four evenings will be eligible for the grand prize.

Beloit Chapter

Mrs. Geo. Brinkman, Historian

THE regular business meeting was held December 10, with twenty members present. The Sunshine chairman reported four personal calls and twenty telephone calls. The Membership chairman reported seventy voting and thirty contributing members.

A Christmas tree was placed in the depot and Mrs. L. J. Lightfield trimmed it. Mrs. Yohn was appointed chairman of the Christmas basket committee. \$14.75 was made at a card party at the Legion Hall.

The regular January meeting was held at the Waiting Room of The Milwaukee depot on the 14th, with seventeen members present. Mrs. Flanigan, chairman of the Welfare committee, reported \$9.54 for loans and a donation. Four personal and eight telephone calls were made.

The February meeting was held in the depot Waiting Room on the 11th, with eleven members present. Mrs. Flanigan reported \$17.03 for welfare work, twenty-three telephone and eight personal calls made; and gave aid to two families.

Mrs. Gilbert, Ways and Means chairman, reported \$11.71 for a card party.

Election of officers for the ensuing year took place as follows: President, Mrs. John Yohn; 1st Vice-President, Mrs. Wm. McIntyre; 2nd Vice-President, Mrs. John Connors; Recording Secretary, Mrs. Ray Connors; Corresponding Secretary, Mrs. Edgar Rush; Treasurer, Mrs. James Barrett; Historian, Mrs. George Brinkman.

Harlowton Chapter

Ora Halverson, Historian

HARLOWTON CHAPTER held its regular meeting on February 2, with election of officers the principal business feature. The following were chosen: President, Mrs. Hazel Buckley was re-elected for a second term; 1st Vice-President, Lucille Eadus; 2nd Vice-President, Mary Mooney; Recording Secretary, Harriet Jubin; Corresponding Secretary, Dora Gallaher; Treasurer, Florence Coward; Historian, Ora Halverson.

It was voted at this meeting to have a door prize and a musical program to draw a larger attendance at our next meeting.

The Relief committee made eight personal, two telephone calls and sent one letter of condolence.

A social game of bridge was played, after which refreshments were served.

Tacoma Chapter

Mrs. M. A. Seiwert, Historian

TACOMA CHAPTER met for the regular January meeting at the Club House, on Broadway, on the 26th. Ninety-five enjoyed a delicious luncheon, served by the following hostesses: Mrs. C. F. Negley, chairman, assisted by Mesdames F. E. Devlin, Geo. Loomis, Herbert E. Jones, Wm. G. Densmore, Geo. A. Beachwood, Elmer L. Swalley, Richard Wende, Frank Noble, Harry J. McMahon, Geo. T. Felzer, Geo. Pyette and Bessie Webb. The regular business meeting was presided over by Mrs. F. E. Devlin. Many "thank you" notes were presented from those helped during the holiday season. Three new members were introduced by our president.

The Sunshine committee reported eleven calls on sick folks. Mrs. F. B. Trout, chairman of relief headquarters, reported used clothing received and renovated for many families. About 150 garments were distributed. Many members have given very generously of their time in assisting Mrs. Trout in this welfare work. The White Sewing Machine Co. are entitled to special commendation for donating the use of machines needed in remodeling clothing.

Mrs. Geo. E. Loomis, chairman of the Benevolent Committee, reported 87 personal calls and 80 telephone calls during January. Supplies of food, fuel, clothing, etc., to the value of \$38.90 were given out. One special case was that of a needy child properly fitted with glasses.

A delightful social affair was planned for February 10 for the Lydia T. Byram Scholarship Fund.

Des Moines Chapter

J. McG., Historian

THE January meeting of the Milwaukee Women's Club was called to order at 8:30 p.m. Friday, February 6, by the President, Mrs. L. L. McGovern.

The most important business of the evening was the election of officers for the coming year. The following were elected to hold office during the year 1931:

President—Mrs. C. E. Elliott, 1st Vice-President—Mrs. H. M. Bellman, 2nd Vice-President—Mrs. C. E. Embick, Secretary—Miss Marion Elliott, Treasurer—Mrs. Harry Garland, Historian—Mrs. C. L. Pound.

We wish to thank the retiring officers for the splendid work they have accomplished during the past year. It has indeed been a busy one, and the club has done more relief work than ever before.

We wish to congratulate the new officers and offer to each and all our heartiest cooperation and best wishes for a record year.

At the next meeting, to be held March 6, the newly elected officers will be duly installed and we hope they will find their duties a pleasure.

Reports from all committees show every one busy. Much has been accomplished during the past month toward helping those in need. The Ways and Means Committee, Mrs. W. L. Finicum, chairman, presented a splendid report of activities for the month of January, which has added no trifling amount to our treasury. However, we still need clothing and donations will be gladly accepted. Also wish to take this opportunity to thank those who have already contributed. Mother Nature has certainly been on our side this year. Iowa's California Winter has done much to lessen hardship from lack of fuel and clothing.

It has been the custom of the club to serve light refreshments at our meetings; it was moved and seconded at the last meeting that we dispense with refreshments and thereby save this expense. It was also suggested that we have Pot Luck Suppers oftener as a means of bringing our people together. It has been our experience that they have been well attended and enjoyed by all. We will make a special effort to notify every one. Watch for the first supper date.

The FEET continue to grow; to date we have 76 of them. Received 4 feet from Churdan the other day. Thanks a lot, folks, who donated them. It is encouraging, too, to know that you who cannot come to our meetings read the Club Items and are interested in what we are trying to accomplish. Wish more of our out-of-town members could manage to attend the meetings and suppers.

Mr. Worthington and Mr. Smith, present in Des Moines for the Safety First meeting, donated us a foot of pennies; we are busy now working on a scheme whereby we can contrive to have more Safety First meetings in Des Moines. Don't lose interest, folks, remember a "Penny Saved is a Penny Earned," and even though one penny can't do much by itself, your



Elizabeth Waters, Daughter of T. M. Division Conductor J. S. Waters

penny and my penny and every one else's penny joined in one army of pennies can do much toward helping those who unfortunately have no pennies of their own. ON WITH THE PENNIES!

Please, every one come to the next meeting and give the new officers a "Big Hand," show them you appreciate what they stand for and are willing to help.

Terre Haute Chapter

Alice M. Church, Historian

ABOUT fifty members and their families enjoyed the supper and January meeting of our club, which was held at the club rooms, January 15.

The business meeting followed the supper, and was conducted by our president, Mrs. Blackwell. Reports from chairmen of committees show the club active in relief and good cheer work. The Sunshine chairman reported \$48.30 spent during December for good cheer work, also a number of calls made. The sum of \$7.00 was voted from our Scholarship Fund to be used to buy school books for a girl who otherwise would have to stop school.

Election of officers will be held in February and the Nominating committee was appointed as follows: Chairman, Mrs. R. M. Burns, Mrs. T. I. Colwell, Mrs. W. W. Griffith, Mrs. O. G. McCurdy and Mrs. O. M. Rice.

Each one present was measured and was assessed five cents for each foot, and one cent for each inch, over and \$12.87 was taken in, which will be used to finish the floors in the club rooms.

Following the business meeting a game of hearts was played, and prizes won by Mrs. Colwell and Mrs. Burns.

Dubuque Chapter

Annette M. Wright, Historian

THE election of 1931 officers for Dubuque Chapter of the C. M. St. P. & P. R. R. Women's Club took place in Temple Hall Club Rooms, Thursday evening, February 5.

The names presented by the nominating committee were as follows:

President—Mrs. W. F. Keefe, 1st Vice-President—Mrs. F. Fernstrom, 2nd Vice-President—Mrs. G. Graff, Treasurer—Mrs. Frank Morgan, Recording Secretary—Miss Emma Sacks, Corresponding Secretary—Mrs. J. F. Ickes, Historian—Mrs. W. O. Wright. There being no nominations from the floor, these officers were unanimously elected.

The first steps to bring about a success in all branches of our labor and for the good of our organization is to have the cooperation of all our members in this manner no one will be overburdened and each member will have a sincere interest when working in unison for the general benefit of our club.

The year 1930 has not been the most pleasant one, on account of much unemployment, sickness and death. Taking these things into consideration, Dubuque Chapter has made a splendid record.

From the various committee reports, we are still holding our own, and a great deal of relief and cheer has been spread among the less fortunate ones.

Mrs. Lillian Grice, chairman of the Welfare committee, reported 1227 calls made on the sick and bereaved families, and 237 cards sent out; also \$396.47 spent for relief work, in addition to many articles of wearing apparel, furniture and bedding given to those who were in need. This committee is making a special effort to keep in close touch with all matters pertaining to their work, and it is their earnest desire that no one in need will be overlooked.

Mrs. Allen Bock, chairman of the Membership committee, reported 652 voting and contributing members.

The work of the Ways and Means committee, of which Mrs. Otto Wellman is chairman, has been a hard drill this year, but a very gratifying sum of \$357.17 was realized and kept the treasury in a substantial condition. Mrs. A. L. Parmalee reported a balance of \$668.75 in the treasury.

A card party, held Thursday evening, January 29, under the leadership of Mrs. O. Wellman, proved to be a great success. Over \$40.00 was realized.

Can it really be true, or is it another rumor? Nevertheless, it sounds good to us. "A club house, all our own, for Dubuque Chapter!" But time will tell, and we have a great deal of patience until it materializes; we will continue to hold our regular meetings the first Thursday of the month at 8 o'clock, in Temple Hall, corner 9th and Locust Sts., and all members visiting in the city are cordially invited to attend.

Marion Chapter

Mrs. J. B. Fosdick, Historian

ABOUT 40 voting members were present at the regular meeting February 12, with Mrs. Cessford presiding.

Mrs. George Hennessey, chairman of membership committee, reported 118 voting and 142 contributing members: a total membership of 260.

Mrs. Kennedy, sunshine chairman, sent one card and made 10 personal and four telephone calls the past month.

Mrs. W. E. Cooper reported assistance to the amount of \$64.00, given to families of members, and consisting of coal and groceries.

The treasurer's report covered the year's work and was most gratifying. The club has a substantial sum remaining, after all calls for assistance have been heeded.

The annual election of officers took place and the following were elected:

President, Mrs. A. J. Elder; first vice-president, Mrs. John Smith; 2nd vice-president, Mrs. M. J. Skord; recording secretary, Mrs. J. B. Fosdick; corresponding secretary, Mrs. John Reardon; treasurer, Mrs. W. E. Cooper; historian, Mrs. Robert Cessford.

At the close of the meeting cards were played and refreshments served by Mrs. John Smith, assisted by Mesdames Elder, Fosdick, Harry and Applegate.

The next regular meeting will begin with a 1 o'clock luncheon for club members only, complimentary to the incoming officers.

Perry Chapter

Mrs. John Heinzelman, Historian

THE last of our social festivities for 1930 was a Christmas party for 250 children of Perry's Milwaukee family. A beautiful tree brightened the scene and provided the proper atmosphere. Customs that make Christmas delightful were observed. When Santa arrived on his gaily lighted train there was a wild rush of the children to greet him and escort him to the Club House. On arrival there the program, in charge of Mrs. Ralph Hartman, started with singing "Jingle Bells," several recitations, piano and vocal solos and a clever little dance by several of the smaller children. This party was in charge of Mrs. R. C. Dodds and her committee.

The relief committee are performing their duties very creditably. Members of the Milwaukee family who are struggling with misfortune or illness receive substantial aid in the

way of any necessities needed to bring well-being and happiness to their homes. At Christmas 57 baskets of food were distributed and two Christmas plants gave pleasure to shut-in members.

Our meetings are held regularly on the 1st Thursday of each month. They are opened by the president in regular form. At the meeting in February we held our annual election of officers as follows:

President—Mrs. Victor Hansen, 1st Vice-President—Mrs. Dennis Sullivan, 2nd Vice-President—Mrs. R. C. Dodds, 3rd Vice-President—Mrs. Wm. Rathman, Secretary—Mrs. Thos. Connell, Treasurer—Mrs. Nettie Courtney, Corresponding Secretary—Mrs. J. J. Kindig, Historian—Mrs. John Heinzelman.

The standing committees have not been named, but will be at our next meeting, which will be held early in March, and club members decided to have it a pot luck supper for all members and their families.

Butte Chapter

Mrs. H. C. Johnson, Historian

THE regular meeting of Butte Chapter was held Friday evening and the annual election of officers occurred, with the following members elected: President, Mrs. H. T. Porter; Vice-President, Mrs. L. K. Sorenson; Secretary, Miss Margaret Hicky; Treasurer, Miss Mabel Preis. The following chairmen of committees were named: Mutual Benefit and Relief, Mrs. H. C. Johnson; Sunshine, Mrs. W. G. Goforth; Historian, Miss Beatrice Rogers; Entertainment, Mrs. M. G. Murray; Membership, Mrs. John Mahon.

The Chapter is cooperating with the Relief Committee in aiding the unemployed. A loan has been made, groceries and clothing purchased and placed where needed.

Mrs. L. K. Sorenson, wife of our superintendent, has recently moved from Deer Lodge and joined our Chapter. She will add her interest and work to ours.

Mitchell Chapter

MITCHELL CHAPTER held its regular meeting January 19, with Vice-President Mrs. West presiding. She told us interesting things about the Christmas party and what a success it was. About 250 children received apples, candy and cracker jack, and they all seemed to enjoy their party so much. A special train came in from the west, bringing Santa Claus and you ought to have seen the children when Santa got off.

Mrs. George McDonald had a good report on Sunshine work—about 40 donations—and that many flowers and cards.

Mrs. Montgomery had a good report on Ways and Means, reporting about \$86.00 during the year.

Mrs. Andres on Refreshments served lunches after each meeting, with some form of entertainment after the business routine.

Election of officers at the next meeting.

Ottumwa Chapter

Mrs. James B. Davis, Historian

THE social and business meeting of Ottumwa Chapter was held the second Tuesday of January. The report of the Mutual Benefit chairman showed a total of \$840.00 spent on relief work and to bring sunshine into the lives of those in need. 356 personal calls were made and 595 telephone calls. Gifts to children numbered 560 and eleven Christmas baskets were sent out. During the year clothing, coal, shoes, medicine, rent, food, nursing and housekeeping for the sick, flowers and magazines were provided.

Mrs. Palmer and Mrs. Tucker were hostesses for the social program, with contests which were keenly enjoyed. Refreshments were served.

On January 23, a card party was held in the Club room, with 17 tables of bridge at play. The hostesses were Mrs. Nee, Mrs. Reynolds and Mrs. Wendell. Prizes were given to first and second high and low scores. Refreshments were served.

The Nominating committee met at the home of the chairman, Mrs. Barnoske, on February 10th.

Fullerton Avenue Chapter

Marie Nixon, Historian

THE monthly meeting of the Fullerton Ave. Chapter was held in the club rooms Saturday afternoon, February 14. Luncheon was served at one o'clock, followed by our regular business meeting. Due to illness of our President, Mrs. Loderhose, Mrs. Geo. Rector, our First Vice-President, presided. We all wish for a speedy recovery and hope to have Mrs. Loderhose with us again at our next meeting.

A letter from our president to officers and chairmen, thanking them for their cooperation and assistance during the past year, was read by Mrs. Rector.

Miss Etta Lindskog, chairman of the nominating committee, read a report and the following have been nominated for the year 1931, as proposed by the committee and approved by the members present:

President—Mrs. Lillian Loderhose, 1st Vice-President—Mrs. Geo. Rector, 2nd Vice-President—Mrs. E. F. Rummel, Treasurer—Miss Agnes Howard, Recording Secretary—Miss Lila Magee, Corresponding Secretary—Miss Edith Marquis, Historian—Miss Marie Nixon.

After the meeting adjourned, a very clever one-act comedy, entitled "Tempest in a Hat Shop," under the direction of Miss Edith Strate, was presented and the cast was as follows: The Misses Edith Strate, Mabel Kirchin, Maxine Gibson, Harriet Kennedy, Mary Girard, Ruth Girard, Olga Lightle, Lillian Orhman, Vernus Falk Johnson, Victoria Mac Reith and Marie Klusendorf.

One of the neighboring hat shops very kindly loaned us their stands and models and a merchandise certificate was donated to be given to the one who took her part the best. A vote was taken and Miss Edith Strate was the lucky one.

Everyone enjoyed the play immensely and hope that another will be given in the near future.

On account of an oversight we neglected to mention in our notice last month about our "Open House" which was held in the club rooms December 23. Everyone in the building was cordially invited and a very appetizing lunch was served to nearly a thousand persons. It was a tremendous task and a big undertaking, but well worth it, as we received many favorable comments.

During the past year considerable relief work has been done and Mrs. Mortenson, our Welfare chairman, and her committee have been kept very busy. \$1,384.15 was spent on relief work and used clothing, estimated value of which was about \$500.00, was given out by the chapter. The total number of personal and telephone calls made in connection with relief and sunshine work were 300 calls.

Our library, which is self-supporting, has had a very good year. 7,633 books were given out and 366 books purchased. Amount realized on rentals was \$564.67.

At the end of 1930 we had 1,182 members, 682 voting and 500 contributing. The 1931 dues are now payable.



That In-Between Season

Elinor Corcoran

INSTEAD of planning what we can get that is new for our wardrobes, let us plan this time what we can do to rejuvenate our old gowns, suits, blouses and hats. As a well-known fashion writer recently put it—do we want to "just get by" with our winter clothes until spring styles appear, or do we want to "sit on top of the morning" in that in-between season? Without waiting for your answer, we'll make a good guess and say that you all want to sit on the morning. Then, take a few minutes a day and appraise your left-overs from the wear and tear of winter, and decide the little touches here and the little changes there, that can and will make them look like new. Sometimes it is only an inch off the bottom of the skirt and sometimes it is a few buttons, a belt, or perhaps a touch of color will do the trick.

Let us begin with the frocks, since they offer the greatest opportunity. The popularity of tunic dresses this season gives the easiest method of revamping the old model. A tunic dress may be made from several things—either an old skirt with a new blouse, an old dress (which can be shortened to make the tunic) and a new skirt or an old one. (With these possibilities we all can have tunic dresses.) Now the first suggestion—take into consideration the fact that color combinations are unlimited this spring and contrasts are good. If the old skirt is black, practically any color can be used with it, but some, of course, will be better than others, as turquoise blue, any green that is not too dark, any tint of pink or rose. Lengthen the skirt, if necessary, by putting it on a yoke, then have the blouse made rather long and with some touch of chic, such as leg of mutton sleeves, a cowl neckline, or buttons for trimming.

With an old dress to make into a tunic we must be a little more careful. The dress should be rather plain and straight, except for a few plaits, perhaps, or a slight circular flare. Cut the dress off to the proper length, raise the belt to the natural waistline, or put a few tucks to indicate the waistline, make the skirt of matching or contrasting material, and then trim the tunic with buttons, bows or lace. If you have an old skirt that will look well with an old dress, you will have a reasonable and, in all likelihood, an attractive outfit.

On your other frocks look at the details. See if the length is exactly right, see if a touch of color at the neck will improve and brighten the dress, or if a row of pretty buttons is what the dress needs.

Since suits are always good and since they can be worn on almost all occasions, it will be well to get out the old suit and give it a touch of something new. There are blouses of all varieties this year, and if you cannot find just the thing you want in the shops, get the material and a pattern and make a blouse.

Then, if your suit coat is straight and

AT HOME



Daughter and Grandson of Superior Division Pump Repairer Edward Leininger

beltless, try making it slightly fitted and giving it a belt. You will be surprised at the changed appearance and the newness of line that will be the result.

Since it takes a very clever person with an artist's touch in her fingers to remodel a hat, and since it is impossible to give one's shoes a different line, we suggest that to fill in the season you get a hat of a neutral tint that will go well with your outfits. And the same thing may be said for shoes—get a pair of black or brown pumps that will keep you looking well-dressed until you get your late spring clothes.

And now that we have the old clothes retouched, and now that we have the hat and shoe problem settled, let us suggest that one new frock be added to the wardrobe and let that one be a print. Every year, about this time, the shops and department stores begin to show their printed goods and their printed frocks, and every year it seems that they get more beautiful. This year the prints are exquisite and some of the printed silk suits that are shown are full of chic and color. A dress or suit of one of the prints will put a new zest in your clothes closet and make you sit on top of the whole day.

Three Forks Chapter

Mrs. W. T. O'Ragen, Historian

WE have not been heard from for some little time, so, as we will all feel better after seeing our names in print, we trust the editor will find room for this shortly.

Our president, Mrs. Frances Wilson, moved to Deer Lodge in the fall and is still in that city, but has been present to meet with us each month at the regular club meetings here. She appointed Mrs. E. Gray as acting president during her absence.

Not a great deal of entertaining has been done the past few months, but a card party was given for the public during October and the regular Women's Club out-door Christmas tree was brought and placed on the lawn near the station, where it made itself beautiful during Christmas week to all who passed that way after dark. We have to thank Roadmaster Mathaison for sending it in from the canyon and Signal Maintainer Griffith and Lineman Gorsky for placing and wiring it. This was work and they do this work each season and we hope they have been properly thanked for it by now.

A number of Christmas baskets were sent out, several along the line east of here, and we think everyone receiving one was pleased with it—at least, we hope so.

Some relief work has been done—not a great deal, as we have had a very mild winter up to now. However, probably more of this work will show up during the balance of the dull season. The Three Forks Chapter of the Women's Club has been cooperating with the committee of the relief fund and report all cases in need in any way to the chairman, who promptly takes care of them. Considerable coal has been given out, as well as groceries, clothing, etc. Everyone seems glad to help and we feel that this time of unemployment is a good time to give a helping hand to that more unfortunate brother who is missing a few paydays now. It's a friendly, neighborly lift, and is being more and more looked on as such everywhere.

We would like to say here before closing, if any cases have escaped the attention of the committee, either of the club or relief fund, we would be glad to have them reported, as we want to be very sure no one is overlooked. A bit of assistance right now may mean a great deal when business picks up, which we all hope will be early this spring, and we all get back to working normally again.

We will soon have election of officers and hope the coming year will bring us all together more often than the past has, and with spring returning, a more cheerful view of everything will probably come with it. If this gets into print I will come again, so if anything happens I had better be told about it, or invited to it, so I can write it up for our magazine.

Sound Ye the Bell

Paul Russell

Car Foreman, Blue Island, Illinois
SOUND ye the bell, oh worthy engineer,
Here in the fury of the winter's night
The vision is not clear.
Mind you the man who clears the track,
Who cleans the switch for you to double back;
He may not hear you, when you shove the
slack.

Oh, sound the bell.

Sound ye the bell, oh, make that warning clear,
Busy at his task, he may not heed the danger
near;

Out of the shelter and the warm,
Came he this night, against the driving storm.
Lest by the track you find his mangled form,
Oh, sound the bell.

The Patterns

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

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SPRING, 1931.

7049. Misses' and Ladies' Dress. Designed in sizes: 16, 18 and 20 years for misses, and 36, 38, 40, 42, 44, 46 and 48 inches, bust measure, for ladies. A 38-inch size requires 4½ yards of 39-inch material. For contrasting material ½ yard is required 39 inches wide. Price 12c.

7089. Misses' Dress. Designed in sizes 16, 18 and 20 years. An 18-year size with long sleeves and peplum as shown in the large view, requires 4¾ yards of 39-inch material. With short sleeves and peplum, 4½ yards. With long sleeves, and without cuffs and peplum, 4¼ yards. For contrasting material ¾ yard is required. Price 12c.

7088. Ladies' Two-Piece Suit. Designed in sizes 34, 36, 38, 40, 42 and 44 inches, bust measure. Size 38 requires 5 yards of 39-inch

material. The band facing as illustrated in the large view, requires ¾ yard 39 inches wide, cut crosswise. Price 12c.

6966 Ladies' Dress with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches, bust measure. A 46-inch size of one material requires 4¾ yards 39 inches wide. For contrasting material or lace ½ yard 39 inches wide is required cut crosswise. Price 12c.

7110. Girls' Dress. Designed in sizes 2, 4, 6 and 8 years. A 6-year size requires 1½ yards of 35-inch material. To finish with bias binding requires 3 yards 1½ inches wide. The ribbon bow requires 1 yard. Price 12c.

7103. Girls' Pajamas. Designed in sizes 4, 6, 8, 10, 12, 14 and 15 years. A 12-year size requires 3¾ yards of 35-inch material. For facings of contrasting material ¼ yard is required. Price 12c.

7099. Girls' Dress. Designed in sizes 8, 10, 12, 14 and 16 years. It requires 1½ yards of 39-inch dotted or other patterned material for the waist portions and 1½ yards of plain material for skirt portions, collar and cuffs for a 12-year size. Price 12c.

6898. Girls' Dress. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 12-year size requires 2¾ yards of material 35 inches wide. Price 12c.

6355. Girls' Dress. Cut in 4 sizes; 6 months, 1, 2 and 3 years. A 2-year size requires 1¾ yards of 36-inch material. For pockets and facing of contrasting material on collar and cuffs ¼ yard 27 inches wide is required. Price 12c.

Good Things to Eat

French Potato Croquettes. Mix two cups hot riced potatoes with two tablespoons butter, yolks of three eggs, one-half teaspoon salt and few grains of cayenne pepper. Beat thoroughly. Shape in rolls, roll in flour and fry in deep fat. Drain on brown paper.

Sweet Potatoes au Gratin. Cut five medium sized cold boiled sweet potatoes in slices about one-third inch thick. Place a layer in a buttered baking dish, sprinkle with salt, pepper and three tablespoons brown sugar. Dot with pieces of butter. Repeat and cover with buttered cracker crumbs and bake until brown.

Creamed Sweet Potatoes. Two cups cold boiled sweet potatoes cut in small cubes. Place in saucepan with two tablespoons butter and cook three minutes. Season with salt, black pepper and paprika. Then dredge over with two tablespoons flour and pour over one cup milk. Cook slowly twenty minutes.

Pittsburgh Potatoes. Cook one quart one-half inch potato cubes with one finely chopped onion in boiling salted water fifteen minutes. Add one-half can pimientos which have been cut in small pieces and cook seven minutes. Drain, turn into a buttered baking dish and pour over white sauce mixed with one-half pound mild grated cheese. Season with salt and bake in moderate oven until potatoes are soft.

Frozen Tomato Salad. One quart can tomatoes; let stand one hour after turning from can. Add three tablespoons sugar and season with salt, cayenne and celery salt. Rub through sieve and turn into half pound breakfast cocoa tins or into electric refrigerator trays. Let freeze three hours. Serve on lettuce leaf with mayonnaise.

Russian Salad. Set individual moulds in pan of ice water and pour in to one-fourth depth, consomme of a consistency that will be jelly when cold. When firm lay around sides and bottom of moulds, cold cooked carrots, beets and potatoes cut in fancy shapes. Add more consomme to cover vegetables and repeat. Let the consomme get firm between additions. Chill thoroughly, remove from moulds, arrange on lettuce leaves and serve with mayonnaise.

Lobster Salad. Remove lobster meat from shell, cut in half-inch cubes and marinate with French dressing. Mix with small quantity mayonnaise and arrange in nest of lettuce leaves on a thin slice of celery root. Put a spoonful of mayonnaise on each serving and sprinkle with lobster coral rubbed through a fine sieve. Garnish with the small claws.

Lemon Cream Rice. Pick over and cover with cold water, one-half cup rice. Let soak over night. Drain, put in double boiler with three cups of milk and cook until soft. Add one-half cup sugar, grated rind of lemon, one and one-half tablespoons lemon juice, three-fourths teaspoon of salt, yolks of two eggs slightly beaten. Cook in double boiler until it thickens, turn into buttered pudding dish and cool. Beat the egg whites until stiff, add two tablespoons of powdered sugar and cover the pudding with the meringue and slightly brown in oven. Serve with or without sauce.

SPECIAL COMMENDATION

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

Illinois Division Brakeman J. S. Darr, discovered a broken arch bar on car in train No. 70, January 13th and car was set out at Davis Junction, probably averting an accident.

Terre Haute Division Conductor M. L. Hewitt discovered a piece of flange about six inches long, broken from wheel in truck on car as train Extra 8205 was pulling by him at Faithorn, Ill. Train was stopped and the car set out.

K. C. Division Conductor Wm. Chambers, while braking on 86, January 22nd, discovered a broken arch bar on car in his train, which probably averting an accident.

Section Foreman C. R. Newberry, Terre Haute Division, on January 21st, found a piece of flange six inches long, just north of Webster, on northbound track, and upon checking up, found the car at Faithorn, having just arrived the morning of January 26th.

Officer E. W. Gautsch, while with Dubuque Division train No. 70 at River Junction, January 19th, noticed when River Division 70 pulled in something dragging, and following up the track, found part of a brake beam on the rail. Removing this, he at once notified the crew, who also had discovered the defect. Officer Gautsch deserves much credit for his interest in the matter.

Operator W. E. Chapman, Dewey Tower, Indiana, reported brakes sticking on C. & E. I. Train No. 10, and reported the condition. Superintendent Sampson, of the C. & E. I., requests that Operator Chapman be given due credit for his watchfulness.

K. C. Division Section Foreman E. Thompson, on January 8th, while inspecting a passing train, discovered a brake beam down and succeeded in getting signal to the train crew and train was stopped, possibly averting an accident.

K. C. Division Conductor Grant Young discovered a broken arch bar on car loaded with fuel oil in train No. 86 as they were passing Cranston, January 10th. He got on the caboose and notified the train crew and the car was set out at Ardon.

S. A. Allen, 2nd trick operator at Linby, Iowa, on January 17th, discovered a broken arch bar in train No. 64 while passing through the station. He signalled the conductor and car was set out.

K. C. Division Brakeman W. J. Tee, on fruit train Extra 8217, east, January 14th, observed something dragging two miles east of Haskins. Train was stopped and broken arch bar found.

Twin City Terminals Yard Conductor W. F. Davidson rendered prompt action in having an automobile removed from main line tracks at Iglehart Street crossing, St. Paul, February 2nd, when auto was struck by a Soo Line train.

Signal Maintainer V. Rathje discovered a broken truck, while inspecting train No. 70 as it pulled by him at Forreton, Ill. He got signal through to the train crew and car was set out at Leaf River.

Superior Division Conductor W. R. Alberts, while on No. 70, February 4th, discovered a broken rail about six miles east of Iron Mountain, and made prompt report of it to the chief dispatcher. The section foreman found a piece about ten inches long broken out of the rail.

Section Laborer Chester Pemberton, Wilkinson, Illinois, on February 15th, discovered and reported a broken rail near Wilkinson. Mr. Pemberton is one of our workers who has been laid off on account of reduction in forces. About a foot was broken out of the rail.

Those of Us Who Do

G. P. F.

THE Traffic Department at Minneapolis commends the following employees:

Engineer H. S. Duncan, for furnishing information which led to the sale of one round trip ticket, Minneapolis to Portland, Oregon.

Yard Clerk E. M. Graves, Minneapolis, for securing two cars of furniture via our line, Minneapolis to Kansas City.

Conductor Bert Rasmussen, on the Valley Division, furnished information covering movement of horses from a point on the Valley Division on which we secured the routing.

The Traffic Department at Chicago commend Switchman Remington, at Chicago, account information which led to the sale of two tickets from Chicago to Minneapolis, and one from Madison to Minneapolis.

Engineer William Whigam, in the Chicago Terminals, is credited with influencing the sale of one round trip ticket, Chicago to Seattle and return, via our line.

Mr. Walter West, cooper at Galewood Station, secured one passenger from Chicago to St. Paul and return.

During month of January, 1931, Union Street Station employes secured routing on business for our line as follows:

Receiving Clerk R. Norcross—8 shipments
Receiving Clerk R. Reiner—3 shipments
Receiving Clerk J. Wagner—4 shipments.

Also, the following business secured and reported by Union Street office and yard employes:

Head R-C Clerk J. Polenzani—1 carload
Asst. R-C Clerk T. McGrath—4 carloads
Yard Clerk H. Howard—1 carload.

In addition to the above, Walter Seiler and Chief Clerk Petersen reported nine carloads to General Agent Casey, on which we were short-hauled, or our road being eliminated from the routing.

General Passenger Agent W. B. Dixon commends the following employes for their interest and assistance in securing passenger business via our line:

L. R. Carbee.....	Ticket Seller.....	Washington, Iowa
Zane Hudson.....	Freight House Man.....	Sheldon, Iowa
Eugene Hare.....	Conductor—Milwaukee Division—1st.....	Milwaukee, Wis.
George Fixen.....	Rate Clerk.....	Mason City, Iowa
Miss Ruby Potter.....	Chief Clerk, Master Mechanic's Office.....	Mason City, Iowa
F. J. O'Connor.....	Purchasing Department.....	Chicago, Illinois
Fred A. Scheibel.....	Clerk, Coach Yard.....	Milwaukee, Wis.
Miss A. C. Olson.....	Clerk, Transportation Building.....	Chicago, Illinois
John Whitney.....	Engineer, Supr. Division.....	Green Bay, Wis.
C. L. Kennedy.....	G. N. F. A.....	Minneapolis, Minn.
R. C. Hempstead.....	Shop Superintendent, Milwaukee Shops (West).....	Milwaukee, Wis.
Wm. Johnston.....	Traveling Engineer.....	Mason City, Iowa
Mr. Hagen.....	Union Street.....	Chicago, Illinois
Emil Pfaffenbach.....	Train Auditor.....	Chicago, Illinois
Harry Kinney.....	Chief Clerk, Local Freight Office.....	Mason City, Iowa

The Traffic Department at Green Bay commend Miss Julia Johnson, of the superintendent's office, for securing a passenger, Green Bay to Chicago.

Conductor Dunwoodie, on the Madison Division line, from Janesville to Mineral Point, is well posted on through passenger train schedules and always interested in prospects who are traveling beyond his own territory. We have before us the case where Mr. Dunwoodie had a passenger into Janesville—final destination, Minneapolis—and Mr. Dunwoodie, for the accommodation of this passenger, wired ahead for reservation so the passenger was all fixed up to take the Pioneer out of Milwaukee.

Chief Clerk Harry Kinney, Mason City freight house, secured one passenger from Mason City to Chicago.

General Agent, Passenger Department, J. C. Prien, Milwaukee, writes as follows, giving credit where credit is due: "Through the efforts of Mr. Edward Russlein of the Storekeeper's Department, Milwaukee, who reports to Mr. F. S. Peck, we secured two and one-half passengers for Chicago."

Harry Kinney, chief clerk at Mason City freight house, was responsible for one passenger secured to Chicago on January 21st.

Conductor F. I. McConneli, on learning of two passengers going to Ottawa, Ill., and intending to go via a competing line, persuaded these people to continue on The Milwaukee to Chicago.

Through information furnished by Coast Division Engineer P. J. Morrissey, the Passenger Department were recently successful in securing a passenger from Minneapolis to Los Angeles, via Seattle, over The Milwaukee.

Fred Jones, our competent section foreman at Beloit, Wisconsin, recently heard of a passenger who moved from St. Paul to Delavan over the Soo Line to Burlington and from Burlington to Delavan, on the bus. He took the matter up with this passenger, notifying her that she could return on our No. 26 and a fast train out of Milwaukee, which she did, reporting that she very much enjoyed the daylight ride to St. Paul.

Eugene Hare, C. & M. Division conductor, between Chicago and Milwaukee, secured a passenger from Milwaukee to Seattle. Mr. Hare discovered this traveler while going about the city on other business, and in order to be sure of no mistake in routing, he went out of his way to go in person with the party to the Milwaukee ticket office.

W. H. West, an employe of the Car Department at Tacoma, recently furnished the Passenger Department with information which enabled them to secure a family from Tacoma to Stoughton, Wisconsin.



ON THE STEEL TRAIL

West H. & D. Division B. M. S.

MUCH CREDIT must be given to the Milwaukee Relief Committee, under the supervision of Mrs. H. M. Gillick, for the splendid manner in which the relief has been carried on; and the Milwaukee Women's Club also came in for considerable credit along the same line. Both should have the full support of every Milwaukee employe.

The medical car "Metz" has been in Aberdeen for the past three weeks, and as we enter the car we are greeted by the familiar voice of Bill Kramer. Bill is looking good and is still single.

We are very sorry to learn that Chief Clerk V. M. Rickert is going to leave us on February 1st, to become Chief Clerk on the S. M. Division at Austin, Minn. Mr. Rickert has been in Aberdeen for three or four years, and during that time has acquired many friends. We are sorry to see you leave Vick, and our best wishes go with you.

The Hub City is noted for many things that attract interest in the state of South Dakota, but it gained national publicity during the month of January and on the 13th at that, when Mr. and Mrs. Fred Schense became the parents of quadruplets—two girls and two boys. Their pictures have appeared in all the leading newspapers, and hundreds of letters of advice and congratulations are being received by the proud parents. The mother and children are reported getting along very nicely at the present writing. Congratulations, Mr. and Mrs. Schense, and best wishes for continued good health to all. Mr. Schense is a local brakeman.

Conductor Foster returned on January 23rd from Sumner, Wash. Bill is always cheerful, but we think just a little more so when he gets his uniform on. Glad to see you back, Bill.

Bill Hohansee is helping out the unemployment situation at Aberdeen by taking a ninety day leave of absence.

We are glad to see Don Owens back at the ticket window after having been kept at home with the "flu" for the past two weeks.

It seems that while Don was laid up Bill Geer had to have company during his long hours at the ticket office, and in some unknown manner acquired possession of a mule. The mule proved so popular that Bill has imported fifteen or twenty to supply the market.

Many employes of The Milwaukee were seen vending their way toward the Orpheum Theatre on the night of January 16 and 17 to witness "Danger Lights," the first railroad picture of the talking screen, taken along the line of our own Milwaukee Road. The picture is a few years in advance of present day railroading, but, notwithstanding, should draw a "good" rating.

Mr. Kane, formerly chief clerk at La Crosse, on the River Division, is coming to Aberdeen to fill the position of chief clerk at Aberdeen. Welcome to our division, Mr. Kane.

The B. of R. T. have already made plans for their annual St. Patrick's day dance, which will be held this year at the Merry Garden Ball Room.

R. P. Kauppie is sporting a new Missouri meerscham, and we are told that he has some sort of a trick bottom in it as a means of keeping his tobacco supply replenished.

One of the new dining cars, No. 5143, made its initial trip through Aberdeen on the Olympian on January 26. It presents quite a contrast to the old diners, and is a masterpiece in every detail.

Kruger Bros. are busy filling the various ice houses along the Milwaukee, from Miles City to Montevideo. We are told the ice will all be taken from Big Stone Lake, where, in spite of the warm weather, a good quality of ice is being harvested.

It is rumored that several of our extra brakemen and switchmen are planning on going to Russia in answer to Russia's call for railroad men, and that they are letting their whiskers grow, have learned to say "itchski" and changed their names to Vitschski; but jokes aside, it is an opportunity and present developments in Russia are going to have a very decided effect upon general business and working conditions of the United States in the not distant future. (amateur philosophy).

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

THIS division was grieved to hear of the death of Mrs. Grant Bennett of Sheldon, Iowa, who died February 8 of pneumonia. Mrs. Bennett was a lifelong resident of Sheldon and left a host of friends.

Funeral services were held February 11. Our sympathy is extended to Mr. Bennett.

Word has been received that Mrs. Phillip McMahon, of Mitchell, met with an injury recently, but we are glad to hear that she is recovering nicely.

Mr. H. J. McLaughlin, claim adjuster located at Mason City, has been transferred to Sioux City.

The Engineering Department and Store Department at Mason City are having the best time lately. Just a lot of innocent fun, etc. This time it is a four-round bout between German of the Engineering Department and Chief Clerk Oeschgar of the Store Department. It was a "draw," and think German would have won, but they forgot to ring the bell.

Mrs. William Olson of Chicago, formerly Marie Fiala, visited Mason City during the early part of February. A party was given in her honor at the home of Miss Nahldrea Hodges. Bunco was played during the evening.

Our sympathy is extended to the Elias Kelory family on the death of Mrs. Kelory's mother, Mrs. Conlin, who died January 15.

We have heard you can take a man away from the railroad, but you can't take the railroad away from the man. That is the way it was with George Bryan. He went to Panama for a vacation, but we hear he was hanging around the railroads again, and had some first class rides on their trains down there. He came back with a lot of information about the railroad system in those parts.

What we wouldn't give to see W. F. Ingraham and Eddie Adams chasing a stray pig back to the stockyards at Sanborn, February 2. It was some effort, but very successful. Our Claim Prevention Committee is functioning—and how!

We have heard from one of the boosters of the Engineering Department that L. J. D. is something of a mystic or what have you. If

you wish to have your fortune told, just give him the name of the month in which you were born and he will answer one question. Understand, he has a book which is pretty good authority on this subject.

J. C. Wiley of Sanborn drove some members of the Claim Prevention Committee, Messrs. Howard, Wiltrout, Johnston and Ingraham, over to Sheldon February 2 to witness the loading of stock. Incidentally, it was to break in his new Dodge 8.

Beatrice Davis Smith of Norfolk, Va., visited at the home of her parents, Mr. and Mrs. Guy Davis, Mason City, during the latter part of January.

Mr. and Mrs. Ben Olsen left for Chicago January 21, from which point they intended to start for Tucson, Arizona, and then to San Francisco, returning by way of New Mexico. Mr. Olsen is a conductor on this division, residing at Mason City.

Marvin Payne, fireman, at Mason City, was called to Louisville, Ky., February 19 on account of death.

Everly coming to the front again with their livestock loading. During the month of January, 1931, there were 138 cars of stock loaded there. This is a very good showing.

We were proud to hear of the service rendered one of our patrons, who was a passenger on the Columbian en route east, during the early part of January. Mrs. Ben Peterson, wife of machinist helper at Mitchell, assisted in caring for a sick lady with a young child. These are the services that make the name Milwaukee Road stand out in the minds of their patrons.

W. E. Losey and wife of Emmetsburg are vacationing in California for about three months. They left February 1. J. P. Collins is acting as agent in his absence. F. M. Germscheid is working second trick while Mr. Collins is relieving Mr. Losey.

C. H. Gilbert of Ossian has been laid up with rheumatism. Hope he will soon be back on the job.

W. C. Hamilton is relieving Mr. Gilbert while he is ill.

R. A. Shull is relieving H. H. Pressler, agent at Boyden, who is on sick leave.

E. M. Paul, former agent at Hutchins, has left for the coast for a visit of about six weeks.

Trainmaster O. A. Beerman and Roadmaster A. W. Bahr went to Minneapolis February 13 on business.

F. A. Maynard, conductor, is enjoying the climate in California.

Roy Hammon, conductor, Mason City, is off on account of sickness.

Our sympathy is extended to the family of Mr. Thomas Dugan, who died at Mason City February 12. Mr. Dugan was a switchman at Mason City Yards, and he became ill about a week ago and developed pneumonia, from which he did not recover. He leaves a wife and daughter Rita.

S. J. Bartleson, section foreman at New Hampton, went to Rochester February 12 for treatment.

Medical car Metz was at Mason City February 11, with Dr. Lund in charge, and examinations for train and enginemen were held.

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

You will find willing and able counsel among their officers.
Take your problems to them and let them help you.

SAVE SAVE

You Can Safely Put Your Trust in the
Spokane and Eastern Trust Company
Founded 1890
Affiliated with Northwest Bancorporation
SPOKANE, WASHINGTON

First National Bank
in MILES CITY
MILES CITY, MONTANA
Capital, Surplus and Undivided Profits - - - - \$300,000.00
G. M. Miles, Chairman
H. M. Bright.....President
Oscar Ball.....Vice-President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier

*MORE than 77 years
of helpful service ...*
THE FIRST NATIONAL BANK
of Saint Paul

HOW TO HAVE EXTRA MONEY for Taxes

Open a special savings account now at the First Wisconsin National Bank. Then, deposit a few dollars each week. When tax-time comes, you'll be able to pay with a smile.

Our Savings Department is open every Monday evening until 7:30 o'clock

FIRST WISCONSIN NATIONAL BANK
MILWAUKEE
Unit of Wisconsin Bankshares Group

134

One hundred thirty-four banks, trust companies and security companies located throughout the middle west and northwest, are affiliated with the Northwest Bancorporation.

This great banking group serves the same territory as the Milwaukee Road . . . Look for the emblem of the covered wagon.

Northwest Bancorporation
MINNEAPOLIS
Resources Over \$495,000,000



First National Bank
of Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound, has resources of \$12,000,000. Pays liberal interest on deposits.
Established Since 1892

EVERYONE SHOULD HAVE A BANK ACCOUNT

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
Opposite the Union Station of Chicago Jackson Boulevard and Clinton St.

MEMBERS OF CHICAGO CLEARING HOUSE ASSOCIATION AND FEDERAL RESERVE SYSTEM

DIRECTORS
RICHARD J. COLLINS
The Fulton Street Wholesale Market Co.
GEORGE E. CULLINAN
Vice-President Graybar Electric Co., Inc.
ALBERT B. DICK, JR.
Vice-President A. B. Dick Company
WM. W. FARRELL
Vice-President
MILTON S. FLORSHEIM
Chairman of Board, Florsheim Shoe Co.
DAVID B. GANN
Attorney
HARRY N. GRUT
President
N. L. HOWARD
W. W. K. SPARROW
Vice-President Chicago, Milwaukee, St. Paul & Pacific Railroad Company

NEIL C. HURLEY
President Binks Manufacturing Company
Chairman of Executive Committee
Independent Pneumatic Tool Company
FREDERICK H. RAWSON
Chairman First National Bank, Chicago
J. A. ROESCH, JR.
President Steel Sales Corporation
E. A. RUSSELL
Vice-President Otis Elevator Company
C. E. SPENS
Executive Vice-President Chicago, Burlington & Quincy R. Co.
HENRY X. STRAUSS
Chairman of Board, Meier & Company
HARRY A. WHEELER
Vice-Chairman First National Bank, Chicago

HERE IT IS!

The tobacco pouch that carries the pipe. A convenient, neat, combination article with zipper closing feature.

By mail, postpaid, \$2.00

Phoenix Specialties Co.

"Up-to-date Useful Articles"

7 East 42nd Street, NEW YORK, N. Y.

PATENTS

Send drawing or model.

**Booklet Free Highest References
Promptness Assured Best Results**

WATSON E. COLEMAN, Patent Lawyer
724 9th Street, N. W. Washington, D. C.

Von Platen-Fox Co.

Manufacturers and
Distributors of

LUMBER AND FUEL PRODUCTS

Capacity 40,000,000 Feet

Mills at Iron Mountain, Michigan

Chicago Office

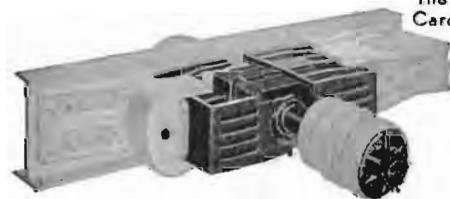
1412 Straus Bldg., Tel. Harrison 8931

17

17

GREATER PROTECTION FOR CAR AND CARGO

The New Type L-25
Cardwell Draft Gear



Cardwell and Westinghouse Draft Gears defeat impact. They lengthen the span of the car's life.



The New Type NY-11-D
Westinghouse Draft Gear

CARDWELL WESTINGHOUSE CO., 332 S. Michigan Ave., Chicago, Ill
PITTSBURGH, PA. **MONTREAL, QUE., CAN.**

WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

Pacific Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

Plants located at Eagle Harbor and West Seattle

Main Office: 1118 Fourth Avenue, SEATTLE

Wisconsin Valley Division Notes

Lillian

ROBERT ARNOLD was born to Mr. and Mrs. L. R. Boettcher on January 23, at Milwaukee. Mr. Boettcher was division engineer on the Valley until last fall, when he was transferred to Beloit.

The Car Department and Roundhouse forces have the distinction of going thru the entire year of 1930 without a reportable injury. This is a splendid record, and they expect to keep up the good work during the year 1931.

Mrs. L. B. Smith, Mrs. Arthur Beilke and daughter Jean, Mrs. J. P. Smith and twin nephews Morris and Merton Ebricke, were guests at a party given by Mrs. Ralph Penning of Tomahawk, to honor the first anniversary of her little son David.

Mr. Douglas Millard left for an extended western trip. He intends to visit Old Mexico and Los Angeles, and from there will take a boat trip to Vancouver, B. C. He expects to be away for two or three months.

Cards were received by Valley employes from Mr. and Mrs. Griffith, who are spending the winter at Donna, Texas. Also from Mr. and Mrs. E. J. Reinhold from St. Petersburg, Florida. They report a splendid time and are enjoying the change of climate and its scenery very much.

A birthday party was given for Engineer Frank D. Pond in the nature of a surprise. Friends gathered at his home on Steuben Street and a five o'clock dinner was served, covers being laid for 17. A beautiful bouquet of cut flowers, presented to the guest of honor, formed a center piece for the table.

Mr. McGovern, time checker for agents and telegraphers, was in our office on business recently.

Mr. Norman McEwen, son of Mr. and Mrs. Wm. McEwen is leaving for a two months' visit with friends and relatives at Seattle, Washington.

Arthur Schultz, operator at Mosinee, was off duty for several days on account of illness.

Mrs. Albert Urban, Mrs. Leslie Staeger and Miss Mary Karbowski, of Babcock, visited with friends at Wausau, Tuesday, and attended Milwaukee Railroad Club meeting during the afternoon.

M. C. Harris is taking a two weeks' vacation, L. G. Fredricks taking his place as third trick dispatcher. Francis O'Malley is acting agent at Rothschild during the absence of L. G. Fredricks.

Miss Kathleen O'Brien is returning from Brown University, Rhode Island, to spend some time with her mother and sister at Wausau.

Mrs. J. L. Brown has returned from a trip to Milwaukee and Oshkosh, where she visited relatives.

Mrs. Charles Guyette is at Memorial Hospital, where she is recovering from an operation which she submitted to recently.

Mr. and Mrs. John E. Alexander, Port Edwards, were guests of honor at a Farewell dinner-dance, given by Lester P. Daniels, Saturday evening, February 21, in the rose room of Hotel Witter, Wisconsin Rapids, to which were invited 27 close friends of the honored guests. A unique program was carried out throughout the evening in the form of a travelogue of the countries to be visited by Mr. and Mrs. Alexander, who are leaving for a Mediterranean cruise of ten weeks. Each one had to provide himself with a ticket to board the Milwaukee Train, good for points between Wisconsin Rapids and New York. Some of the rules and regulations were as follows:

"Holder must be on time with good appetite and happy disposition, so that through traffic will not be blocked.—On arrival at train gate, holder will present this ticket with happy smile to Official Validating Agent."

The scenes were changed upon entering the ocean liner. As each course was served the waitresses appeared in elaborate costumes representing each nation visited. Music and entertainment preceding each course was chosen to represent the lands of this imaginary dinner cruise. At the conclusion of the program, dancing was provided.

We understand there has been a Railroad Employes Club organized at Wisconsin Rapids and similar clubs at Wausau, Merrill and Minocqua for the purpose of cooperating with the railroads to win back business from our competitors, trucks and busses. It has already been noted that the results have brought about increases in business, and has put to work some of the employes who have been out of work on account of loss of business to these competitors.

We read in the Literary Digest, Saturday Evening Post and in nearly every newspaper in the country what the presidents, vice-presidents and other authorities on transportation

have to say in this connection, as well as hearing it discussed on the air. It has become a nation-wide problem and the clubs which have been formed on this division are doing some splendid work.

We are having quite a movement of pulpwood from the D. S. S. & A. coming to us at Duluth, which gives our railroad a very nice haul.

The Safety First meeting and the Traffic meeting, held at Wisconsin Rapids on February 5, was very well attended, a good many of the employes driving from Pittsville, Babcock, Neokosa, Port Edwards and Wausau. A Fuel meeting and Courtesy meeting was held in the Milwaukee Club rooms at Wausau on February 11, and these meetings were also very well attended.

The splendid weather we have had this winter has made it possible to keep our snow plows off the road. However, they are in readiness for any belated winter weather that may arrive.

Electric Flashes from Deer Lodge and West R. M. Division

"Willie"

NOTICE! To whom it may concern—Be it known to all interested parties, in interest of the Annual Rodeo, staged by the Shop Crafts of Deer Lodge, on or about July 4th, Mr. Art Woolman made a trip to Seattle and other coast cities, looking up drug store cowboys and other wild animals to be used in the next grand event. Don't forget to make your plans to conform with these dates, on or about July 4th, 1931. Watch these columns for further information.

Later—one of the great features of this great and grand show will be called "Gilmore."

Amos, with his Fresh Air Taxi Cab Unincorporated, is out of commission at the present time. This on account of the need of two rear tires, which will no longer stand the strenuous work imposed upon them. Information is at hand that if some of the passengers who are wont to use this great and handy service, would just pay a couple years of rides in advance the company, unincorporated, would be in shape financially to get the necessary tires. While another cab and driver have been temporarily pressed into service, no names mentioned, the cab bears the trademark of an Indianhead.

Howard Mayo has returned from a visit to Austin and other Southern Minnesota points.

O. G. Vanderwalker, while returning from Anaconda with a carload of basketball fans, turned over and, while none were seriously injured, several were badly bruised. Must have been strange women in the car, as we understand Mrs. Van was not along. Nora B. D., please investigate.

Machinist S. C. Vanderwalker has blossomed out with a new Chevy.

Carl Olsen, car inspector Deer Lodge Yard, is spending a couple of months in Sweden, visiting relatives.

Early in the winter Section Foreman P. J. Cummins of Missoula left for the warmer climate of California. Not long after Alex Campbell, section foreman of the Deer Lodge Yard, left for a visit in Pennsylvania, but we hear that later he found his way to California too. Last seen of these two was on the corner, arguing about something that happened back in Montevideo about 1880½; not being able to settle the argument they sent for Section Foreman John Kelly of Clinton to come down and settle the point.

Enginer John G. Mackedon has returned from a ten-day trip to Seattle and coast cities.

The dance given by Hugo Spitz, baggage-man, assisted by his "Haywire Helpers" was



HOOD RUBBERS are built to scuff around in

On the trains, kicking "the dogs," scratching through the yards—railroad work knocks the spots out of ordinary rubbers. That's why Hood sends men right out to talk to the fellows who use their shoes, finds out just the kind of stuff to put into every Hood rubber—and here's the result—We're building rubbers that stand the gaff—Extra thick soles that wear and wear—Bumper edges on heels and toes—Reinforced tough uppers that don't crack

or check—All in all, a rubber that gives you more than your money's worth of real wear.

We make a complete line of all kinds of rubber footwear for the whole family. Honest values every one. Look for the Hood Arrow when you buy the next pair.

HOOD RUBBER COMPANY, INC.

Watertown, Mass.



HOOD MAKES CANVAS SHOES · RUBBER FOOTWEAR
TIRES · RUBBER SOLES AND HEELS · RUBBER FLOOR TILING

Page Twenty-nine

Your Clothes are Important

**THE UNION STATION
TAILORS**

Offer Latest Styles at
Lowest Cost

JOSEPH KAHN
Est. 1904

Union Station :: CHICAGO

well attended. Square dances and all old-time steps were the feature. Another one will be held in a couple of weeks, and anyone wishing instruction in any of the old-time dances in preparation for the next one can get the same by applying to Alex Melchoir or Del Waldron.

The sympathy of the division employes is extended to Elmer P. Ellsworth and family in the loss of their daughter Dorothy, who passed at the home in Deer Lodge on January 21.

Deer Lodge seems to be a good place for machinist apprentices to embark upon the sea of matrimony. The latest are Alex Fenion, who recently came to Deer Lodge from Milwaukee, and Robert Neilson, a local Deer Lodgeite. Now, girls, look out for Michael Drury from Milwaukee. He is the only one loose at the present time. Work fast.

Mr. and Mrs. Jas. Harris of the Car Department have left for a visit with relatives in Phoenix, Arizona.

February 1, 1931. K.G.I.R., Butte, Montana. This is the Second Anniversary of this broadcasting station. We will now be entertained by the Milwaukee Quartette of Deer Lodge, Montana. This quartette consists of Messrs. Hugh Evans, "Happy" Wright, Wm. Hoskins and Leo Zimmer. Thus you could hear at 1:30 a.m. They went on the air at 1:30, and those who heard them were very much pleased with the pieces sung. They were also heard in San Francisco by Dr. Kadings' brother, who lives in that city, and by Mr. Zimmerer's relatives, who live in York, Nebraska. Let's hear them again. For some unknown reason the quartette failed to get back to Deer Lodge until the early birds were going

to work, but none would explain. Possibly Art Piper would know, if he would only say so. It must have been a bad night, for Wm. (Bill) Hoskins hasn't reported for work since.

Mrs. J. F. McKnight was operated on in Butte for cataract of the eye. At the present writing she is getting along as well as can be expected.

J. W. Ashenfelter has returned from a visit with his son Charles and family in Oakland, California. Also G. J. Baker has returned from a visit with his mother in Michigan.

Safety First meeting was held in Deer Lodge February 9, in the Woman's Club House. The meeting was well attended and all were very much interested in the meeting. Axel Syrand's department has the best record as the cleanest and best Safety Record of the whole Milwaukee System. Let's all stick by and see if we can all do as well.

Twin City Terminals Mechanical Department

N. A. H.

ON JANUARY 19 occurred the death of Machinist Peter J. Baker, who was one of our oldest employes, having started work for the Milwaukee Railroad as a machinist apprentice at Racine, Wisconsin, in 1867. Mr. Baker has not been able to work during the past eight or nine years on account of sickness.

Death crept into the home of Mr. Ben Benson when his wife's mother passed away after a long illness, she having made her home with Mr. Benson, and our sympathies are with the bereaved family.

River Division Engineer Roy Kramer met with sudden death, his automobile leaving the highway on the East River drive, plunging 90 feet down the embankment and his body was not found for several days, when some boy scouts came upon it. Sympathy is with the family from all.

Mr. Arthur Sandy, engineer in the Twin City Terminals, is spending the winter out at Long Beach and after getting nicely settled down, enjoying the balmy weather and the bathing beach, he ordered Almanacs for his friends back in Minnesota and when questioned,

he said the folks out there did not need almanacs—weather always nice and dependable.

We have had many callers of late. Among them being Messrs. R. W. Anderson, J. E. Bjorkholm, W. E. Lollis and Mr. Bross, who spent a few days here, meeting his wife who came thru from the West, her former home. Also, Messrs. Jas. Elder and A. Link.

Mr. Chas. Jones, oldest River Division engineer, still makes the rounds and even though he has the record of being the oldest engineer on the River Division, he is still hale and hearty.

Milwaukee Terminals

Ann

CHARLES LAPHAM, assistant district engineer, celebrated his seventy-fifth birthday February 10. Mr. Lapham has been with this company for the past fifty-two years, during which time he has never suffered an injury. We wish to congratulate you, Mr. Lapham, on your excellent record.

Machinist Edward Strong is back to work after two weeks' sickness with pneumonia. When asked how he recovered so quickly, he replied: "Bennett's milk did the business for me."

We are glad to see Switchman William F. Murray back to work and hope that his health will continue good.

Machinist E. Mitchell sends word by Chief Pipeman Horsch that he will be back to work in Roundhouse No. 2 as soon as it gets warmer, so that he does not have to stay home to keep the fires burning.

Switchman Wm. T. McPartlin has taken up golf, and we hear he is good.

Machinist Helper Bob Benner of Roundhouse No. 2 has something good on his chicken farm at West Allis. He has installed an electric system which automatically lights up his chicken house at twelve midnight for two hours. At this time the hens get up and lay and have their midnight lunch and retire again.

Don't forget to see engine 8679 with the "Booster." This will help us over the hills.

We are moving our switch engine supply house to the oil house, where the supplies can be handled better.

We are sorry to hear of the death of Daniel J. Connor's January 18.

Hugo Blanck and Stanley Kujawski are planning an extensive trip to California together.

Ed Brock is using hair tonic again. Who is the lady this time, Ed?

We are glad to say that W. D. Carrick, general baggage agent, who has been confined to the Sacred Heart Sanitarium for some time, is improving steadily.

After Fred Doelger brings cake at noons for Stanley Kujawski, Stanley makes arrangements for a ride home with the fireman, but does not include Fred. Stanley is a real pal.

Mr. and Mrs. Eugene Nuss announce the birth of a baby boy.

Bob Esser is going to buy a new suit for the Annual Bowling Tournament to be held at Milwaukee. Good luck, Bob!

One of the stenographers in the Milwaukee Terminals asked if they melt coal to make briquets.

Another asked if they take the roofs off of box cars to load them with coal.

The Sea Gull has gone on a diet—mostly cake and pie.

Paul Alberts is trying to reduce. He cut out chewing Black Jack and is now smoking a pipe.

Ed Williams is proudly displaying a meerschauum pipe. We think it is an old relic that he found at Merton Dump.

Frank Stubbe is a marathon dancer fan—it is rumored that he is figuring on entering the contest himself.

Milton Firpo Friedericks is using a hair tonic which it is claimed will grow hair on a billiard ball.

P.S. Bob Foley, please note.

Ted Hansted is telling the boys some purty youd yokes.

Barney Oldfield has put his speed car up for the winter.

C. R. Dummler has put his gallon hat away in moth balls, and is now sporting an iron hat which is very becoming to him.

Lawrence Egan, Dan White and John Moulton are on the sick list, but we look for them back to work in the near future.

We hear that Charles Stammler, who is now on an extended visit in California, is getting married February 29 of this year.

Harry Lewis, son of Switchman Roy R. Lewis, has received an appointment for West Point.

Switchman Arvid Bakke has retained his class "A" laurels with leaps 112 and 114 feet, total of 18,260 points, at the Annual Winter Sports Frolic at Gordon Park, Milwaukee, January 17. We just knew you would come out on top, Arvid.

Milwaukee Terminals has started the year out right, with no reportable injuries for January. With your cooperation, we will be able to continue throughout the year with a clear record. Let's go, boys.

Yours for SAFETY FIRST!

**Fullerton Avenue Building
A. M. D.**

WEALTHY citizens sojourning in the southland for the winter have nothing on some of our fellow employes, as will be noted by the following:

Parnell Kelly, of the ticket auditor's office, left February 14, to attend the Mardi Gras at New Orleans. No doubt he included golf clubs with his baggage.

Mildred Heinanen, of the central computing bureau, Josephine Getz and Ardell Westberg, of the central typing bureau, formed a party and invaded Cuba. How were the "senors," girls?

Ann Sundin, of the central typing bureau, is basking in the sun (?) on the famous beaches of Florida. We hope the old B. U. was effective.

Here are the Mardi Gras fans of the freight auditor's office—Al Larson, Andy Duffy, Charles Tarkowski and Bill Nash.

Joan Kuhmen, of the ticket auditor's office, has been forced to resign owing to ill health.

Mary Lawler, of the freight auditor's office, has returned to her desk after a month's sick leave.

Mabel Oxley, of the central computing bureau, sailed on a matrimonial venture and will be known hereafter as Mrs. Herbert Bengston.

Miss Rose Finnell, of the central typing bureau, has returned after a very severe case of influenza.

Mr. W. Kruckstein's oldest son, Kenneth, was forced to undergo a serious operation due to a mastoid infection. At the time this is written he is improving steadily.

Olga Williamson, of the auditor of expenditure's office, has been holding out on us. We have just discovered that she has been married for over a year.

Influenza has run rampant throughout the building, but fortunately in the majority of cases it has been of a mild nature. Frank Morrissey, of the assistant comptroller's office, has returned after a rather severe spell, and just before this was written we were informed

that John Hogan, of the same office, has been laid up with it.

A. D. Gove, not to be outdone by Herr Louie, in this business of being a public hero, set out to re-establish himself as THE hero of the Overcharge Claim Department. Recently the early arrivals in the office were greeted by the sight of A. D. strolling around the office with an overcoat, from which was issuing streamers of smoke. Our hero would politely walk up to one of the boys and inquire if the coat which he was carrying belonged to him. Finally Mr. Hills claimed the coat and A. D. handed it to him hurriedly, stating, "You'd better take it. It's burning." This is just another instance where the quick thinking of Mr. Gove has saved the day—or the coat.

Lyman T. Moyer, a great admirer of Eddie Cantor, was forced to wait almost eight months before Mr. Cantor's play appeared in the bushes, where a fifteen cent admission charge is prevalent. Nevertheless, Mr. Moyer enjoyed the picture immensely. Whoopee, Lyman, whoopee!

Peter F. Walton must have discovered out in his cellar—or something. Have you noticed him lately with his velvet collared coat, derby and cream colored spats? We're expecting him to burst forth with a cane any day now.

Myrtle Freitag, of the ticket auditor's office, gave a farewell party at her home for Mrs. Harry Lowther, formerly Mrs. Mina Baier. Mrs. Lowther is leaving the service of the company February 14. She was presented with a beautiful onyx pendant. The guests were: Mr. and Mrs. Robert Baier, Miss Mildred Zenk, Mr. and Mrs. Elmer Lukes, Miss Carrie Hammermiller, Clara Gustafson, Dorothy La Vigne, Josephine Lazare, Lora Duttles. Mr. and Mrs. Lowther leave February 16th for St. Marys, West Virginia, where they will make their future home.

LUMBER
for
Every Purpose

We can fill your lumber requirements, no matter what they may be.

HARDWOOD FLOORING
DROP SIDING SHINGLES
GRAIN DOORS
RAILROAD CROSS TIES
PINE FIR MAPLE
WHITE OAK RED OAK
HEMLOCK

No Order Too Small
--None Too Big
Write Us for Information

The Webster Lumber Company
2522 Como Avenue, West
ST. PAUL, MINN.

THE FREIGHT HANDLING OF

WINGOLD FLOUR

BY

"THE MILWAUKEE ROAD"

Adds to Its Earnings and Thereby
Is Helpful to "Milwaukee Road"
Employees

BAY STATE MILLING CO.
WINONA, MINNESOTA
DAILY CAPACITY 5,000 BARRELS



TOWER JOB
keeps this
man busy
Edgeworth helps
him stay alert

WHEN a man controls the movement of hundreds of trains a day, he has to be wide awake 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.

It's for sale everywhere. Edgeworth "Ready-Rubbed" or Edgeworth "Plug Slice," 15¢ and up... according to size. Or, for generous free sample, address: Larus & Bro. Co., 108 S. 22d St., Richmond, Va.



Edgeworth is a blend of fine old burleys, with its natural savor insured by Edgeworth's distinctive eleventh process. Buy Edgeworth anywhere in two forms—"Ready-Rubbed" and "Plug Slice." All sizes, 15¢ pocket package to pound humidior tin.

**EDGEWORTH
SMOKING TOBACCO**

CARBON AND ALLOY STEEL CASTINGS

A Wehr Steel For Every Service

WEHR STEEL COMPANY MILWAUKEE, WISCONSIN

Vernus E. Falk, of the Freight Claim Department, had a busy February 13th and 14th. On Friday, the 13th, she hopped into matrimony, the name is now Johnson, and on Saturday, the 14th, took one of the leading parts in a play produced by the Women's Club. We understand that there were thirteen guests at the wedding.

Some bowler, this girl Margaret Porten. At a recent tournament held by the Tribune, our Margaret, with the able assistance of a gentleman partner, carried off third prize.

Katherine Troppenbaum, of the central typing bureau, married Fred Schmidt, February 14th, at 9 A. M., at St. Benedict's Church. The girls had a shower for her February 3rd.

Wonder if Margaret Moran and Maryon Hayes are intending to enter a talking marathon, and the six hours "chat" the other evening was just a little preparation?

Careers are wonders, especially that of dancers who have become famous as have a couple of girls in the car accountant's office. These spirited tap dancers have reached a degree of proficiency that qualifies them as headline entertainers at some of our swell night clubs. It has been rumored that the R. K. O. Circuit have offered a part time contract to these terpsichorean marvels and it would not surprise us to see them soon appearing in all the leading theaters of the country. Further information may be obtained from Lucille and Dorothy in "E" bureau.

Kansas City Terminal S. M. C.

THE very wonderful weather we have been having this winter has allowed our golf fans to keep right on with their games. Our last month's issue contained a statement that Mr. Larson came out victor in a match with Mr. Adsit and that he was "laying for" some more of the Traffic Department. This brought forth an emphatic denial from Mr. Adsit, both by telephone and letter. We quote the letter:

"We note from the February issue that the Operating Department is boosting Mr. Larson as a shooter of a wicked game of golf. We heartily disagree to this statement—would suggest the Operating Department furnish their hero with the necessary equipment when he goes forth to battle—such as a good scythe, a couple bales of bailing wire to mend borrowed golf clubs that the champion splits with his ferocious drives, some good golf balls, tees, etc. This would avoid the game being interrupted while he borrowed the above mentioned equipment. We feel our Mr. Larson had the upper hand of the morale situation and if Deacon Bert White and Kleagle Jess Reeder are to be given a fair chance they should be allowed to compete with a dub who has his own artillery."

The sympathy of the Milwaukee family is extended to the family of John Dary, switchman, who recently passed away.

Gene Reed is acting as coach foreman while Tom Murphy is on his usual pilgrimage to the West Coast.

Our last Safety First meeting, held February 12, had an attendance of 257. This broke the last high record. However, we expect this record to stand only until the next meeting, when we will have even a larger attendance.

On the evening of February 12th a celebration was held on the birthday anniversary of Mrs. E. F. Reed, wife of our chief yard clerk, and mother of Gene and Hal. Many happy returns of the day, Mrs. Reed.

The anxious look on the face of Frank Dignan is caused from figuring how to reduce

switching cost, and cut out all overtime. Luck to you, Frank.

A good many of the "old heads" are wondering if the vets are going to meet this year. If they don't Mr. W. E. Johnson and O. E. Owens, from the local office, will be hard to get along with.

Jennie Andrews is again back on the switchboard.

Frank Williams, our delivery clerk at Liberty Street, says it's just his luck to have chickens to feed when eggs are 15 cents a dozen.

Harry Vail has purchased a new home out south, near 70th and Prospect.

Walter Anderson has joined the Auto Owners' Association at the local. Your Whippet is O. K., Walter.

Con Williams says it's time to get out the hook and line, that Pertle Springs is calling. Look out, Mr. Fish.

Roscoe Roll is holding his own on the car desk and Van Wye is doing the same on the claim desk. Jim Likovich is studying law at night, and I'll say that's enough to keep your mind off the depression.

According to Amos 'n' Andy, the depression is about over. So smile, things could have been worse. Get your name on record for getting some kind of business for the Milwaukee. Ask your friends who are contemplating a trip to travel via the Milwaukee, and if they are shipping anything, large or small, solicit their business. Everybody boost.

Dubuque Shops Jingles

"Oosie"

WE extend to Boilermaker Fred Homan, sincere sympathy in the passing of his father; also Boilermaker Helper Earl Thompson. The fathers of both of these employes passed away suddenly.

And to Mrs. Wm. Strinsky and family, in Tacoma, Wash., Dubuque friends of the late Mr. Strinsky extend sympathy, he having been an employe at Dubuque Shops for a number of years.

Also to Mrs. R. R. Stockwell and family, in the passing of Mr. R. R. Stockwell, former traveling engineer on the Dubuque Division, sympathy is extended.

On account of illness Mr. Wm. Grue, boiler-maker helper at Dubuque Shops, has found it necessary to enter Sunnycrest Sanitarium at Dubuque. We hope his recovery will be a speedy one.

"Case" Ball is a happy grandfather, and Cornelia Ball Glab, formerly clerk to storekeeper, is a happy mother. Case prophesies: "That boy has a promising look, he'll take the world by storm; (not just because he's my grandson) but sure as you were born, he'll be president of a railroad (our own Milwaukee, maybe) or successor to Amos or Andy—you watch his smoke and see!" (Congratulations, Corney, old dear.)

Remember way back in nursery rhyme days—the story we listened to with eyes all amaze? 'Bout the rat catcher who drove all the rats from the town—from valley to hilltop, all up and down? Well, we know an inspector in this day and age who has proved himself to be—just such a sage! The traveling engineer's office was the scene of the race; and Al Novak, mouse catcher, performed like an ace. (Picture puzzle—find T. P. Jones.)

Glad to mention that Dubuque Shops' former boiler foreman, Jas. T. Smith, is again a member of the Milwaukee family, now being

a resident of Marquette. Jim sings: "There's no place like home, boys—it's the Milwaukee Road for me—for it's such a friendly road, boys, and it's back I'm glad to be." (Dubuque misses the Smiths, but same old story—our loss, Marquette's gain.)

This story is a bit ancient, but it has bothered ye scribe for some time; will now submit to the "cock-eyed world" the tale, in sort of a rhyme:

George Glassner won seven prizes on six of his bunnies rare;

Now Mr. Professor Einstein, you are paged to take this dare;

And explain how 7 goes into 6 and what the fraction will bring—

And after that to you and George, we will "relative" praises sing!

Olive Kenefic (nee Romig), clerk at Dubuque Shops for the past fifteen and one-half years, came down the other morning with this song on her lips:

From now on cakes and pies and roasts, my hubby will get from me—

I'm saying farewell to this little old desk and to the Milwaukee!

(Another good railroad clerk gone housewife.)

Georgina Milius (nee Rafferty), our former comptometer operator, dropped in on us 'tother day—"Georgie's" tune was:

I cleana the house, I shaka the rugs—

I cooka de meals, it driva me bugs.

I think of the days when I worked at the keys. Those were the days what you called the ease.

(Oh yeah? Maybe we better not complain about our heavy jobs then.)

Chas. Danglemeier has just returned from a very pleasant trip to Montana and California, where, sez Charley, in the latter state, especially, people live; whereas, in comparison, WE just exist. (Save up your money, Charles, and maybe you can spend the days when you grow old in that famous state.)

First signs of spring:

Dominic Gritti planted his garden (just before the snow storm, of course), but Brother Reuter sympathizingly informs Dominic—" 'twill make the onions more onion and the horse radish a little more horse."

Our "reminiscent" Jim Lonergan made a ball diamond in his back yard (the snow filled in all the bases), but it didn't phase Jim, the old bard, for he said: "Some more time just gone to the races." (Now he'll wait until July when he knows there's no more snow.)

Sure, and a pee-wee golf course by Pat McGeough, was the cutest thing in the town—but "fore" was the word from the weatherman—and the whole works came tumbling down. (Another mistake, Pat, and a bad one, eh?)

As the poet has said: "In the spring a young man's fancy, etc.," take Joe Weber, for instance—shh, we think he's going to get married (of course, not for a day or two) but it's no harm to announce it early, maybe in a month or two. But a very worthy brother, his colleague, I'd have you know, is giving him some sound advice—to the tune, "Boy, please take it slow." (Red's one of those older, wiser brothers with experience, PLUS.)

Through a transfer, Apprentice Ray Blair is leaving us for Sioux City. We hope they'll be nice to you out there, Ray, for you are leaving many friends at Dubuque Shops.

We are also losing that long, lean, lanky, "leaky" Rogers, who completes his apprenticeship at Dubuque Shops this month. Good luck, LeRoy, and company.

Apprentices Oeth and Schiel—they took a nice trip,

With a team called the Basket Ball Clean-ups,

But when they got back, these two little boys, Resembled some poor alley hound-pups. (Beat, Oh, no!)

Ye scribe begs to announce that she gave up a perfectly good Sunday morning snooze in order that she wouldn't have to listen to the regular query: "Why didn't you have something more in the Magazine?" If it's quantity you want—you have it.

Tacoma Shop Notes

"Andy"

IN THE last month's issue of this magazine we made an appeal for news items, but I guess we didn't get very far with that racket, as it only brought forth one response, so we will have to put reporter Snoop on the job.

In the first place, we want to put the spotlight on a few who are not only working for The Milwaukee Railroad, but also scaring up work for The Milwaukee. There's Paul H. Jasmer, clerk in Al Pentecost's office. Through his efforts there is a possibility of getting a good bunch of business out of the Moose Convention, to be held in Tacoma this summer. Sam Grove, in the Machinist Shop, got us a passenger from South Bend, Ind. to Tacoma. Grover McDonald, who works in the Roundhouse at Tacoma, secured a passenger from Tacoma to Greenburg, Ind., but Grover did not stop there, however, he saw an opportunity to get in on a bunch of advertising for us, and went after it. It was like this—Roy Powers, who is a pipefitter in the Roundhouse, has a son named Don (Don was formerly employed in the Roundhouse also)—well, Don entered the Walkathon contest at the Oakes Ballroom at Lake Steilacoom and is recognized

TYPEWRITER 1/2 Price

Save over 1/2-Rock Bottom Price on all standard office models—Underwood, Remington, Royal, etc.—Easiest terms ever offered. Also Portables at reduced prices.

SEND NO MONEY

All late models completely refurbished like brand new. Fully Guaranteed. Sent on 10 days' trial. Send No Money. Big Free Catalog shows actual machines in full colors. Greatest bargains ever offered. Send at once!

231 W. Monroe St. Chicago
International Typewriter Exch., Dept. 380



Printers Binders

- Ample Equipment
- Personal Service

Hillison & Etten Company

626 Federal St., Chicago

Tel. Wabash 5400

LIGHT

WHEN and WHERE YOU NEED IT



Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

—Stronger and better diffused light.
—Sturdy construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern" With or without rear light

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

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

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full, even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation, Lincoln Building, New York. Opposite Grand Central

Gentlemen: Please send me complete information about your lights shown above.

I am a.....on the
(Occupation)

.....of The Milwaukee.
(Division)

Name

Address

Relieved of a Severe Case of Hemorrhoids

R. R. Hemann, a Chesapeake & Ohio Engineer, Urges All Who Are Suffering from Rectal Troubles to Write The McCleary Clinic.

R. A. Hemann of 1313 Lexington Avenue, Ashland, Kentucky, an engineer for the Chesapeake & Ohio Railroad, who was entirely relieved of a severe case of Hemorrhoids (Piles), urges all railroad men or members of their families who are afflicted with rectal trouble of any kind to write The McCleary Clinic, 2551 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book which fully describes the McCleary treatment. Mr. Hemann suffered many years before taking the McCleary treatment but was completely relieved and is now back on his run. The McCleary treatment is endorsed by thousands of other former patients, including railroad men from every section of the United States and Canada. There is no cost or obligation in writing for this book.—Adv.

Under all conditions and at all times, T-Z Products give unexcelled service.

"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 Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Blvd.
Chicago, Illinois

Now that the season is upon us in which a great many shipments require protection against cold, shippers will find that our cars in service of C. M. St. P. & P. Ry. will give the same dependable service as during that period in which lading must be protected against heat.

Union Refrigerator Transit Co.
Milwaukee, Wis.

there as couple No. 38. This contest is broadcast over radio station KVI. Grover, he up and solicits some of the boys in the Roundhouse to chip in with something for Don and collected \$10.00 and sent it in with a note that it was for Don Powers of couple No. 38, if he would sing, and that it was from his old pals at the roundhouse of the Chicago, Milwaukee, St. Paul & Pacific, the longest electrified railroad in America, and asked all who travel to travel Milwaukee, and the radio announcer gave the railroad a very good boost which was, no doubt, heard by thousand, if not millions.

We noticed in one of the daily papers that Louis Grant (and it was also accompanied with a photo of Louis), was president of the Associated students, and would be the principal speaker at the annual College of Puget Sound Dad's banquet. Louis used to work in the Store Department before he left to attend C. P. S. Louis is a fine chap and a good worker, and we are very glad to see that he is coming to the front and we can some day say, "I knew him when" and "The boy who made good," etc.

Louey Seaman is again in print, and this time he bought a brand new second hand car—an Essex by name—and a humdinger by his own admission, but, of course, to the rest of us, it is just another Essex in the Store Department. There is about a dozen there now, and one more or less will not make much difference. Well, anyway, Louey is very proud of his crate, and it doesn't look bad, either. He has not had it long, so he still keeps it polished, but here's the point, if that benzine barnacle does 10% of what he claims, it sure is something.

Joe Mason came pretty near collecting some of his fire insurance one day. As he was driving along he smelled some fumes that were slightly different, maybe a little sweeter, than the piece of rope he was chewing on, so he became suspicious, and upon investigation he found that the carpet of the car was resting on the exhaust pipe, and started to smoke a little, guess to drum up a little competition to Joe.

The old Mountain View Hotel, which for many years has been a prominent landmark in front of the shops, will soon be back in the second hand lumber pile, as workmen are at the present time busily dismantling it.

Rosy Sullivan has been off sick for a few days. Reports are that it is nothing serious, and that she will soon be back on the job.

Harry Johnson, who is a traveling accountant during working hours, and big time bowler for the Store Department on Friday nights, finally managed to be in town for a couple of weeks so that the Store Department team could get a little benefit from his strikes and spares.

Speaking of bowling—Al. Pentecost had his big moment last Friday night, making the highest score he has made to date. Al. says that this is only a starter. We do not believe there is anybody that gets more of a kick out of the gentle art of bowling than Al. does, and he never misses a Friday night, but is always on the job.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

A BOWLING TEAM, composed of the following Keglers, is entered in the Tenth Annual Tournament of The Milwaukee Road Bowlers, which started at Milwaukee February 28, and closes March 29. Captain J. Cioni, Peter Clark, L. J. Lightfield, Doy Miller and Fred Miller. They are also entered in the singles event, and the doubles. The doubles will be bowled by the following pairs: J. Cioni-L. J. Lightfield, Peter Clark-Fred Miller, Doy Miller—L. J. Bauer. Of course, we must not forget the lady boosters, who will furnish the rooting—Mrs. Peter Clark, Mrs. Fred Miller, Mrs. L. J. Lightfield and Mrs. Cioni. There will be a number of others who will go along to cheer the team on to VICTORY—but at the present time we are unable to give you the names. A complete report will be given in the next issue. It is expected the dates for the team will be March 21 and 22. Q. E. D.

Our eminent Passenger Conductor F. A. Matson has tendered the following verse:

"He walked upon the railroad track
In front of a rushing train,
They picked the pieces up in a sack,
But failed to find his brain."

Not a bad bit of verse. Let's hear some more from you, Frank.

The Beauty Contest has sort of died down, and a suggestion has been made that we run a contest, to determine who is the best dressed engineer. If any engineers would like to enter a contest of this kind, please see Mr. Matson for entry blanks. (We will have the exclusive rights, however, for the filming of a picture, with the winner of this contest as the leading character). I personally believe this would prove very interesting, as this division has a lot of swell looking and well dressed engineers. Let's have some comments on this.

Conductor Wm. Smith and wife left the 15th of February for a ten-day vacation and business trip into Texas. They went via New Orleans, and planned on attending the Mardi Gras. "Bill" expected the weather to be real warm way down there, as he had his straw hat with him.

"Mike" Butler says "Singing in the Bath Tub" is quite a popular piece, but believes an issue of "Falling In the Bath Tub" would be more realistic. Of course, he was casting no reflections on the writer, I hope.

Warehouse Foreman Wm. Gabriel has been continually trying to get some passenger business for the "Milwaukee"—but for some reason the service the parties wanted could not be offered by the road. But he kept plugging along, and at last landed a nice order of two round trip tickets—Beloit to California, using

our line to Chicago going, and from Seattle to Beloit on the return. A very nice piece of business, "Bill." Perseverance is what counts.

A very large Safety First meeting was held in the passenger station at Beloit, Monday, February 9. About 75 employees were present. Superintendent N. P. Thurber was in charge of the meeting, and after a very interesting talk on the value of safety to the men and their families, turned the main part of the lecture over to District Safety Supervisor J. L. Bauer, who told of the wonderful stride that the safety movement had made on The Milwaukee. They came up from the bottom of the list to second place in the standing of Class A railroads in a period of two years. And he stated that the credit for this wonderful showing was due to the men themselves. As they were using caution and care in doing their daily work, and thus decreasing accidents.

The Safety First movement has taken hold of practically every industry in the country, and is and can be called a Protector of Life, Limb and Happiness. In other words, let's all work safe, and not take any hazardous short cuts to hurry ourselves through.

Boilermaker Weber, at the Beloit Roundhouse, has taken up the art of bowling. Cioni says his form is great. Please explain further, "Cl."

Fred Artlip has turned down several offers recently with different oil corporations. It seems he can tell by the odor of the gas car whether they are burning low, high or medium. This is something very rare, and I would advise Fred not to be hasty in accepting offers, as he should be able to name his salary.

A couple of employes, who were out of work on account of the business depression, have gone into the delivery business and have worked up a very nice reputation for the prompt delivery of orders from the leading grocers. They are Mr. Gusse and Mr. Towne. These boys are to be congratulated on their desire to get ahead. If we want our groceries delivered, let's give them the business.

Don't forget to tell your friends about the 2-cent fare in effect between Beloit and Sturtevant. We are a good deal cheaper than the bus lines, and if we can get the information to the traveling public, we may regain that business, which in the past years has gradually deserted us. Let's tell the world about it.

We are planning on quite a change in passenger schedules and trains. And in the next issue should be able to tell you who are effected by the change, and where they are moving to.

J. P. Oberta, the Big Egg Man from Davis, is a frequent visitor in the thriving city of Beloit. Have been unable to learn the lady's name at this time.

We will reward the parties furnishing information as to the whereabouts of "Bill" Muckerhide. Have not seen him since the Eagles gave away \$1,000,000. Did he have a lucky number?

S. C. & D. Notes

M. F. Kasak

THE agents and section foremen on the division are becoming very active in the solicitation of business for the railroad, and particularly the stock business, of which the motor trucks are carrying a large portion that rightfully belongs to the railroads. Agent Glenn Maysonholder and Section Foreman Art Anderson of Westfield recently secured a shipment of a carload of hogs, where arrangements had already been made to ship them by trucks. To turn the trick, Art and Glenn visited the owner of the stock, who lived about a half mile from town, and agreed to drive the hogs to the yards and load them for him if he

would ship by rail, which he agreed to do. This same pair of go-getters secured another carload of hogs for Chicago market by prevailing upon two of the residents of that vicinity, who had never shipped on our line before, to try us out. One of the shippers only had 45 hogs to ship, but again Gleen and Art were equal to the occasion and persuaded the two shippers to combine their hogs to make a carload. We understand that Westfield shipped approximately 85 cars of stock last year, which, no doubt, is due to the extra activity of these two men and this record compares favorably with stations that are larger than Westfield.

Would be pleased to have others who are active in the solicitation of business advise what is being done along this line so that proper mention of it can be made; this, too, will be an incentive for more of us to get out and do things of this kind and make for greater security of our jobs and maybe some extra work for some of our fellow employes who are not as fortunate as we are in having something to do.

Paul Kempter, scale inspector, and Lars Linsley, B. & B. foreman, were in Sioux Falls and Dell Rapids making their regular inspection of the track scales at those points.

Our new Chief Carpenter O. M. Dahl is getting to be a regular visitor about the division.

The First Columbian will go over the line February 22 and will bring to the S. C. & D. Division a coast line train.

Baggage Agent Charley Foote at Sioux City now has a couple of assistant agents, who are Frost Akers of the Chief Carpenter's Office and Emil Popper of the Roadmaster's Office. Emil weighs in at around 215 pounds, and Frosty might make 110 pounds with a rock in each hand. This discrepancy in weight makes it a bit hard for Charley to assign work, be-

cause he is always getting the boys' "Load Limit" mixed up.

Section Foreman A. P. Wilkins returned from Ozark, Alabama, February 9, after an extended visit of five weeks. Al reports a good time and says that they enjoyed real summer weather all the time that he was there, and as he left the strawberries were in bloom, and also the wild tulips in the timber. In that country they do not measure a farm in acres, but in the amount of work that a mule is able to do with the help of a darky. A farm, therefore, is a "One Mule," "Six Mule" farm. Buildings in this country have not changed much since the Civil War times. The negroes, for the most part, own their own homes and, strange to say, the white people rent their homes. They raise large crops of peanuts for fodder, the nuts being fed to the hogs and the vines to the mules, who seem to thrive on them. One thing Al says that he was unable to get used to was pork that had been fattened on peanuts.

Christ Kvidahl nearly subscribed for a dozen magazines the other day while in Sioux Falls, due to the wonderful salesmanship of the young lady who was explaining the educational value of them when he remembered where he had laid a pipe wrench that he thought he had lost and forgot to come back.

Due to the vigilance of Switchman Fred Brown of Sioux Falls, a loose wheel was discovered on a double deck car of hogs on train 182. Car was set out and hogs reloaded and forwarded on train 76 the same night. Fred's watchfulness saved 182 from what might have proved to be an expensive derailment.

Mr. F. T. Buchler and Mr. B. O. Searles made several trips to Chicago during February in connection with the re-routing of the Columbian over the division.

A fire was discovered in Yankton Depot and extinguished before any damage resulted in February.

INCOME PROTECTION

IT is better to have Accident and Health Insurance and not need it than to need it and not have it.

THEREFORE, insure your income now, while you are still able to buy such protection. After you are sick or injured you can't buy it.

A SMALL monthly premium will protect you. You will not miss this amount if you are working, and it would not go far if you were disabled. A premium payment will provide a steady income if you are sick or hurt. Mail the coupon for details.

Name.....
Address.....
Age.....
Occupation..... R.R.....

Continental Casualty Co.

General Offices
CHICAGO

Canadian Office
TORONTO

WHY WAIT — GET IT NOW

W. G. "Bill" Hintz moved into a new bunk car the other day, and now he keeps reminding everyone that he has to go to Tripp and be there the 17th, but I guess the real reason is that Bill wants to test out the riding qualities of his new "roost."

Due to the lengthening out of sections on the division some of the following changes were made:

Foreman A. Murphy of Luton has taken charge of the east section at Mitchell, S. D.

Foreman Nick White of Buck Grove has taken charge of Mapleton Section and Otto Kittler, formerly foreman at Mapleton, has taken the position of assistant foreman at West Yards.

Foreman Richard Kester of Elk Point has taken charge of Scotland Section.

Foreman Clarence Shriner has taken charge of the North Sioux Falls Section.

Foreman A. P. Wilkins has taken charge of the South Sioux Falls Section.

Section Foreman John Miller has taken a two weeks' leave of absence, figuring the cold weather was coming, but he got fooled, as it did not materialize.

Section Laborer Victor Nelson had the misfortune of falling down stairs in his home and fractured a rib, which will keep him off the job for a few days.

Lampman Anton Mortenson has been laid up for about two months with rheumatism.

Mike Amen returned a few days ago from an extended trip to Pittsburg, Detroit, Denver and points in Ohio. Mike says that he had a good time, and that it seemed good to see old friends and relations again.

The Ski Jump Special out of Sioux Falls for Canton had 85 passengers, and the attendance at Canton was about 20,000 people.

Section Foreman Lars Twaite, of Henkin, drove to Huntimer after supper one night in February to assist in the loading and inspection of five cars of sheep. Section Foreman Christ Olson of Hawarden has been very active in this kind of work also.

Gust Wagstad, baggageman at Sioux Falls, was on the sick list a few days in February.

La Crosse-River Division Items

Eileen

SAID the little boy to his father, who is a locomotive engineer, "Daddy, do you run the engine?"

"I do not, my son."

"Daddy, do you drive the engine?"

"I do not, my son."

"Daddy, do you pull the train?"

"I do not, my son."

"Then, Daddy, what do you do?"

"I supervise and govern the movements that drive and run the engine that pulls the train, that is all, my son."

"Then, my Daddy, you are a great and wonderful man."

The Great Redeemer has claimed another of our old and faithful employes, Engineer Joseph Brewer, who succumbed to an attack of heart failure while on his way to work Tuesday morning, February 3d. Joe, as the boys were wont to call him, was a faithful and trustworthy employe, having been in the service forty-seven years. He is survived by his widow and four children. Funeral services were held at St. James Church, interment in the Catholic cemetery at La Crosse.

"The optimist and the pessimist are adverse, yet somewhat droll,

The optimist sees the doughnut and the pessimist the hole."

Boomer Ross paid us a midnight visit at Portage shortly before we moved to La Crosse, and after making a careful study of the situa-

tion, decided that Portage was about the same as La Crosse and he would therefore split the difference and move to Milwaukee.

On Monday, February 9, occurred the marriage of Engineer Pat J. Mulcahy to Mrs. Agnes Wheeler. They left immediately for a wedding trip to New Orleans and other southern points. Pat has already sent his friends postals to see if they can find him in the crowd at the Mardi Gras. Ah, yes, the pillars of Bachelorhood have been severely shaken, but Pat's good friends, Johnny Wind, is courageously carrying on—alone.

Conductor Dan Smith of the Viroqua Line is taking a vacation. Walter Shannon has taken the job on the wayfreight and Engineer Sam Cadman is now running on Nos. 4, and 6. Must be wearing warm overshoes to keep his feet from getting cold.

L. C. Boyle, our agent at Viroqua, has, for a few weeks, been sojourning in Florida and rumor has it that he is particularly fond of the beach.



Lou Boyle at the Beach

In Florida, to throw the bull,
We know a man must have a pull.
He must know Al Capone's art,
To get the Pulls right from the start,
You can't get by there without oil,
If you're in doubt, ask L. C. Boyle.

Mrs. C. Shutter, wife of Conductor Shutter, has been very ill, but the last reports are that she is improving. Conductor Shutter is laying off until his wife is better.

Brakeman Shorty Davis' motto is, "Always On Time," but on February 6 he was just in time, much to his sorrow. He boarded a street car at La Crosse about the time two holdup men were relieving the conductor of \$20.00, and they finished up on him, taking the sixty cents he had. He claims the barrels of the guns the holdup men had were as large as stovepipes.

On Tuesday, February 2, occurred the demise of Mr. Edgar J. Frye at Tomah. Mr. Frye was supervisor of the motor car department at Tomah. He was forty years of age and ill but a short time of pneumonia. He is survived by his widow. Funeral services and interment held at Tomah.

Conductor and Mrs. R. C. Curtis are on a vacation, sojourning in Florida. They expect to be free from care for a period of six weeks. On their way to Florida they traveled by rail, but plan to return by auto with Mrs. Curtis' sister and husband.

The first few nights Coalflat spent in La Crosse were sleepless ones. It was all so noisy and unnatural. He longed to get back to nature, and his home in Portage. It had come to be well nigh unbearable, when some friends donated a tub of bull frogs, and their dull croak lulled Coalflat into deep rest.

As economies are the thing this season, Johnny Carlson, Art Gerber, Bob Noot and Tony Schwab, the newcomers in the superintendent's office, from Minneapolis, thought to bring their own lunch the other day. Bob

Noot, as chef, prepared some delicious dainties, which were consumed in a short time during the noon hour. Before one o'clock, however, the boys had all visited the Interstate lunch room for a good substantial meal.

Northern District Car Department

M. J. K.

HELLO, EVERYBODY!

Gustaf Lihurg, oiler in the light repair yard at Minneapolis, received his 45 year service button January 22nd. This is quite an attainment, and we fell justly proud of Mr. Lihurg. Congratulations and best wishes are extended by the entire Car Department.

We have a poet in our midst in the person of Aron Bergstrom, labor foreman. His poem "Keep Her Going" interestingly depicts the true Milwaukee spirit and the characteristics of the supervisors and employes at Minneapolis, in doing their bit to "Keep Her Going." Space does not permit our giving the poem but we appreciate Mr. Bergstrom's ability and hope he will continue his good work.

J. H. Burns, foreman in the heavy repair, underwent an operation at St. Mary's Hospital, and we are glad to hear he is recovering rapidly.

Tom Quinlan, veteran "Keeper of the Gates" suffered a sad mishap when he fell January 18th, breaking his leg. He is at the Northwestern Hospital and is getting along as well as can be expected. This mishap occurred while at home.

We understand that John Flow, in the light repair, was the recipient of a shotgun, and that he plans to go in for both small and big game next season. We hope this will be as easy as it sounds, and that we will all share in the "doe."

The week of January 19th found the following visitors in Minneapolis: J. Haas, J. Mehan, A. Bross and A. C. Schroeder.

At St. Paul the car forces in the new yard worked 116,685 hours with only two minor injuries, and no time was lost on account of injuries during the entire year of 1930.

We are certainly enjoying the mild weather this winter, and the train yard forces are doing their utmost in preventing train delays on account of hot boxes.

Fred Sliva has been confined to his home a few days due to illness.

We wish to express our appreciation to Mr. Swanson for securing for us a larger drill press and saw.

At Winona: A. Hendricks, car foreman, is happy to report that he has been employed in the Car Department for 29 years and has not had a single injury either to himself or his men. He advises all to play "Safety First" and this will surely be a happy year for all.

At Aberdeen: Air Brakeman James Blewett and wife spent the month of January in Los Angeles.

Mr. F. J. Swanson, D. M. C. B., was in Aberdeen January 13th.

Mrs. A. C. Rognelson, wife of the wrecking foreman, returned from a two months' visit in New York.

Mrs. C. O. Bross returned from a brief visit in Cedar Rapids and Marion, Iowa.

J. Muffenbier is spending a two weeks' vacation on the West Coast. His itinerary includes Spokane, Seattle and Portland. Hurry back, Joe, you surely are missed in the air brake shop.

Richard Severson, formerly clerk in the Aberdeen Car Department office, was a caller on December 23rd. He recently accepted the position as secretary to Mr. Nystrom at Milwaukee. Dick reports to all his friends that he

likes his work and Milwaukee fine, and that he finds Milwaukee much larger than either Aberdeen or Pierpont.

Mr. Swanson says, "We went through the entire Northern District without a reportable or lost time injury during the month of January." This is a splendid record, "boys"—let's keep it up.

Iowa Middle and West Division

Ruby Eckman

FIVE weddings have recently been recorded in the Milwaukee family. Donald, son of Conductor Homer Lee, married Miss Helen Hausserman; Oris, son of Engineer O. G. Bowman, married Miss Gene Smith; William, son of Engine Inspector William Barker, married Engineer Seis' daughter, Bernadine; Lawrence, son of Conductor J. B. Bryant, married Miss Marjorie Cox, and Elmer, son of Conductor I. E. Conner, married Miss Florence Miller. The four first named couples will make Perry their homes, while Mr. and Mrs. Conner will live in Minneapolis, as Elmer is assistant manager of the Woolworth store.

Section Foreman Albert Stangl, of Dedham, has a new son, born in January.

Anna May Lafferty, who has been working as stenographer at Atkins roundhouse, displaced Katherine Howe, a younger stenographer, at Perry, when the Atkins' force was reduced.

Mrs. H. O. Taylor, wife of Switchman Taylor, who broke her leg in a fall from the porch at her home, was taken home from the hospital the first of February. She was placed in a cast which she will have to endure for several weeks.

C. A. Case, who has been agent at Wyoming, Iowa, for some time, was the oldest bidder for Manning station, which was bulletined after the death of M. H. Lawbaugh. Mr. Case worked as agent at Panama for a long time and is glad to get back to the main line.

Ruth, the 12 year old daughter of Engineer and Mrs. Earl Townley, died at the Perry Hospital the fore part of February following a short illness.

George Challands, of the Perry roundhouse force, and Miss Anna Louise Johnson, were married February 2nd. They will make their home in Perry.

John Snyder, for twenty years a member of the Madrid, Iowa, section force, was killed at his farm near Madrid the latter part of January. Mr. Snyder was one of the men laid off when the reduction in forces was made and during his lay off he had gone to a farm he owned near Madrid, to chop some wood. A tree fell on him shortly after he went to work, and he was killed instantly. His body was found about six o'clock the same night when a party of searchers went to the timber in search of him when he failed to return home after completing his work. Another employe on the farm went to the timber a short time after Mr. Snyder had gone to work and had been chopping within fifty feet of where his body was found but the body had fallen in a hollow and was unnoticed by the other workman. He leaves a wife, two grown children and a son 12 years of age. Burial was made in a small cemetery near Madrid. Mr. Snyder was fifty-five years old and had lived all his life in the vicinity where he was killed.

Conductor L. A. Hurlburt went to Hot Springs, Ark., the latter part of January to spend a few weeks.

Conductor W. T. Stockton, who was recently appointed postmaster at Perry, was the guest of honor at a social gathering given by the postal employes and their families. A banquet and toast program was given in one of the large workrooms at the post office, with fifty guests in attendance.

James Gallagher, son of assistant foreman at Perry roundhouse, is going to be a regular cowboy for a while. He left the first of February for Wyoming to work on a ranch. James is taking some university extension work and will continue his studies while in the west.

Fred Apple, West Division way freight conductor, and Mrs. Apple left the first of February for their annual pilgrimage to Hot Springs, Ark.

One year without a personal injury, was the record made by Perry roundhouse on January 22nd. To fittingly celebrate the record the shops crafts arranged for a big party. It was held on January 26th with a big attendance of shop men and their families together with a few invited guests. A program of safety talks was given and the evening then turned over to the guests to enjoy themselves with a dance, an oyster supper, ice cream cones, etc. The completion of a year without a reportable injury at Perry makes the Iowa Division at the top of the list with three shops having such records, as the Council Bluffs and Atkins forces having had similar parties to celebrate their good records. Division Master Mechanic Foster can feel justly proud of his forces.

Engineer O. G. Emerick was off duty for several days in January on account of the death of his father.

Engineer I. J. Chubbuck had a lost time injury but it did not come under the head of reportable injuries as it occurred while he was off duty. Mr. and Mrs. Chubbuck were driving their car to Norfolk, Neb., to visit a daughter, when they skidded on the icy pavement and went into the ditch. Both Mr. and Mrs. Chubbuck were injured and their car damaged. Engineer Chubbuck was off duty about three weeks.

PETTIBONE MULLIKEN COMPANY

4710 W. Division Street
CHICAGO, ILL.

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

Frogs, Switches, Guard
Rails, Crossings
Open Hearth and Manganese
High and Low
Switch Stands
Mechanical Switchman
Miscellaneous Castings
of
Manganese, Carbon Steel
Grey Iron

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

CHASE & SANBORN'S SEAL BRAND COFFEE

— the most widely
used and enjoyed
in the United
States



The standard
for over fifty
years

Seal Brand Tea
is of the same high quality

There was a relief agent at Collins for a couple weeks the latter part of January, while W. H. Robinson, regular agent, took time off to have the flu. J. E. Rogers was on the job part of the time, having displaced Robert Gilliland, who was sent there when Mr. Robinson took sick.

Dunbar station, on the middle division, was closed January 31st account not sufficient business to warrant keeping an agent there. C. R. Peasley, one of the younger operators, took the job of custodian.

Conductor A. E. Peterson was off duty several weeks in January and February on account of sickness.

O. H. Huyck, agent at Newhall, was off duty the fore part of February on account of the death of his father.

Machinist O. F. Ferguson of the Perry roundhouse force and Miss Elsie Polston of Perry were married February 7. They will make their home in Perry.

Roundhouse Foreman A. J. Kressen, and his assistants, F. R. Hoes, George De Dual, L. Gallagher, L. Leinbert, C. E. Evitts and C. A. Trask were hosts to the roundhouse employees and their families at a dancing party on February 9. All concerned had a pleasant evening.

Engineer and Mrs. E. C. Hullerman took in the sights at the Nation's capitol in February. They have a daughter who is in government service there and made the trip to visit her.

Gerald Kerlin, son of Engineer C. Kerlin, who recently completed his law course at the George Washington University in Washington, D. C., has just received a nice position with the Fidelity and Deposit Co. of Baltimore, Md. Gerald went through their training school after leaving the university and was then assigned to the Omaha branch.

Wesley Lawrence is the name which Mr. and Mrs. Dale Woods gave their son, born the fore part of January. The lad is a grandson of Terminal Trainmaster W. L. Schmitz and Engineer Oscar Woods.

Friend C. Manning, for many years in train service on the Milwaukee, died at Omaha, Nebraska the latter part of January. Mr. Manning commenced work as a conductor in 1880. He was granted a leave in 1916 owing to the condition of his health. Following funeral services, which were held in Omaha, the remains were cremated in accordance with his wishes.

John Newton Cunningham, son of Engineer Dave Cunningham of Perry was married January 17 in Chicago to Miss Adelaide Marie Wellenstien. The ceremony was performed at St. Gertrude Catholic church. The young people will make their home in Chicago. The parents and sister of the groom went to Chicago for the ceremony.

Conductor Ralph Van Horne was off duty a few days in January on account of the death of his wife's father.

Splinters from the Wooden Shoe

Browning

ON Friday, February 13th, the Green Bay Chapter of the Milwaukee Women's Club held their annual dance in the American Legion Hall, and in spite of the day and date, the dance was a successful one, there being about 200 couples at the party, and everyone had the usual good time that is had at the Milwaukee Women's Club dances.

On January 20th a Safety First meeting was held at Channing, with an attendance of about 85. After the meeting the Channing Chapter of the Milwaukee Women's Club held a dancing party and which was well patronized. Everyone reports having a lovely time.

On January 24th Switchman Peter Rogers passed away at his home after a sickness of

about two months. Mr. Rogers was a veteran employe of the Superior Division having been in service for 40 years. Sympathy is extended to his wife and son.

We understand that Roy Carmichael has gone into the dog business—Boston bulls. He now has a family of four.

Julia Johnson spent a week-end in Milwaukee with Irma Knoll and also the Grothe's.

Mrs. W. H. Hart is confined to her home on account of sickness. We hope for her speedy recovery.

Mrs. Edw. Christian, of Channing, Mich., is also in a Green Bay hospital, and we hope that she will be able to return to her home soon.

Sympathy is extended to the family of August Anderson, trucksmith, who passed away on January 23rd. Mr. Anderson has been in the employ of the Milwaukee Road for about 23 years.

Roadmasters A. F. Carlson and C. J. Schweikert, together with their genial clerk, August Morack, has been moved from the general office to the engineer's office. We miss all of their smiling faces.

A little news from someone, please, so that the Superior Division can remain in the Magazine. If we do not get up a little more ambition they will think everyone up in this end of the woods has frozen up for the winter, and we all know that is not so, as we have had spring weather this winter. So let's get going and send in a little something once in a while.

From the Cross Roads of the World

Roberta Bair

BELIEVE IT OR NOT

A FEW DAYS AGO Superintendent Valentine, upon entering the chief dispatcher's office, found Chief Dispatcher Smith and Master Mechanic Passage in a very heated argument. They were almost ready to start the knockout system and upon inquiry as to what the trouble was all about, Mr. Passage advised that the chief wanted to white lead Engine 8286 at Hulman Street. Did you ever hear of a dispatcher wanting to white lead an engine? AND the engine WAS white leaded.

THE HI-JACKER'S SPECIAL

Each month the division storekeeper runs a supply train over the division to supply outlying points with material. During January the superintendent and other division officers accompanied this train, and on this trip it was necessary to add additional cars to the train to haul in surplus material they found. Now the storekeeper is busy returning this material to the general storekeeper.

Engineer Carl Mosier, who has been off duty since the latter part of July account injury, is able to be about but has not sufficiently recovered to resume duty. We all hope he will be able to be back on the job in the next few weeks.



Slat Wire Snow Fencing in Use on T. M. Division

It is with regret that we announce the death of Engineer William T. Dalton, who passed away at the Union Hospital the latter part of December. Mr. Dalton was one of our older engineers and was well liked by his fellow employes and the officers of the division, and will be greatly missed by all his friends.

Engineers Grover Sullivan, who has been confined to the hospital account serious illness, is able to be out again, although his physical condition has not improved sufficient to permit him to resume service.

Mrs. P. B. Mueller, of Sioux City, Iowa, wife of our roundhouse foreman at Hulman Street, recently visited our city and we understand from Mr. Mueller that she was well pleased with our city and we will be glad to welcome her to Terre Haute when she comes to stay permanently, after the close of the school term.

Store Department Chargeouts

"Mr. Chairman," quoth the flea on Robinson Crusoe's back, "I move we adjourn to Friday."

Katie and Carl sat long in the twilight,

She said as she smoothed his brow:

"Darling, I know my life's been fast,

But I'm on my last lap now."

According to Howard Hollis, "She ain't my best girl—just 'necks' best."

AT VENDEL'S GROCERY

Flossie: "Are those eggs strictly fresh?"

Carl V. (to his clerk): "Feel of those eggs, Bud, and see if they're cool enough to sell yet."

On the Columbian going west:

Martha (digging the porter in the ribs with her umbrella): "Is that the Cascade Mountain?"

Porter: "No, ma'm—that's me."

Harold Patton (to his small daughter): "So there, Mildred, you've heard the story of your father and the Great War."

Mildred: "Yes, daddy, but why did they need all the other soldiers?"

Joe says: "The peak of optimism is an elephant hanging over a high cliff with his tail wrapped around a daisy."

C. W. is now the collector of richly colored Persian couch covers, and how!

Mrs. Wright: "Aaron, if you eat another biscuit, you'll burst."

Mr. Wright: "Well, pass the biscuits and get outa the way."

Aromas from the Cereal City

Ray

PASSENGER AGENT C. L. SHERWOOD, who has been confined to St. Luke's Hospital since January 26, is improving slowly. His numerous friends among the shipping and traveling public, as well as his associates on the railroad, are wishing him a speedy recovery.

Our sympathy is extended to Interchange Clerk Tracy Paullin due to the death of his mother, who passed away February 12, at her home in Marshalltown.

Yard Clerk W. H. Crawford is enjoying a vacation during the last two weeks. Aaron McNabb is temporarily filling his position.

Roundhouse Foreman W. E. Cooper has been transferred from Atkins to Cedar Rapids, relieving R. E. Broussard, who has been assigned to other duties.

Who is that dark-haired fellow who just breezed by? He is such a good dancer, inquired one of a bevy of fair young maidens at a local dance recently. Inquisitive, we looked up ourselves to see just who it was. He is known as "Tony" at the freight office.

Dubuque-Illinois Division —First District

V. F. D.

SYMPATHY is extended to the family of Engineer Chas. W. Brown, who passed away at his home in Savanna on January 30th, after an illness of several months' duration. The funeral was held Sunday, February 1st, and was largely attended by railroad employes and other friends of the deceased.

Francis Arlene, five months old, daughter of Mr. and Mrs. A. J. Cush, passed away at the City Hospital, Saturday, January 31st, after an illness of about a week. The funeral was held at Savanna, Sunday, February 1st, and was largely attended by relatives and friends. Our deepest sympathy is extended to Mr. and Mrs. Cush and other relatives in the death of their only child.

Car Inspector Wm. Nolan and wife left Savanna the first part of January to spend the remainder of the winter in California visiting with their son James and wife.

A very pretty wedding occurred February 5th, when Miss Margaret Reese became the bride of William Hass. Mrs. Hass is the oldest daughter of Boilermaker Foreman Jos. Reese at Savanna roundhouse. The young couple left on a wedding trip to New Orleans, and after February 22nd will be at home to their friends. Congratulations and best wishes are extended to the happy couple.

W. H. Spink, agent at Kirkland, has been off on account of sickness since January 12th. Relief Agent C. O. Swanberg has been in charge of the station at Kirkland.

F. F. Johnson, formerly agent at Fulton, was assigned to the agency at Aurora on January 2nd, and took charge of the station on January 10th. H. C. McNeal, formerly night operator at Cordova, was assigned to the agency at Fulton and commenced his duties at that station January 3rd.

The Milwaukee Women's Club gave a benefit show at the Web Theatre, February 10th. The picture, "The Virtuous Sin," was presented and was largely attended. Believe everyone agreed that it was a very good picture, but for further particulars ask Elmer or Eunice. The receipts received from the show will be used by the club in carrying on their relief work for the remainder of the winter.

Engineer M. J. Nash is seriously ill at Washington Boulevard Hospital in Chicago. Mr. Nash was stricken with the "flu" at his home in Savanna and suffered a relapse, and due to not regaining his strength, was removed to the hospital for treatment. We hope he will soon be able to be out and running an engine.

Lillian Crowley, clerk at Savanna freight house, is on a leave of absence and is attending school in Chicago. That accounts for Bud looking lonesome now, but cheer up, Bud, she comes home every week-end and we sure notice a difference on Mondays.

Paul Mullen, our division master mechanic, had quite a funny story to tell of his childhood days a couple weeks ago. Well, anyway, it was a good joke on Paul, but for further particulars ask him—I know he'll be glad to tell you about it.

A daughter was born to Timekeeper Walter Getz and wife at Savanna City Hospital, January 29th. The little girl has been named Lois Miriam. Congratulations are extended to the proud parents and thanks for the candy and cigars, Walter.

Lola Lynn, clerk in superintendent's office at Savanna, has been off since December 1st, on leave of absence due to sickness. We miss you, Lola, and hope you will soon be able to be back to work.

Second Trick Operator E. C. Miller was off duty at Davis Jet the first part of February due to the illness of his mother. Relief Operator G. T. Laker was working in his place.

Est. 1861

The Franklin Company

Printers - Artists
Engravers and
Electrotypers

328 S. Jefferson St.
CHICAGO

Telephone: MONroe 2740

Creosoted and Zinc Treated Materials

Wood-Block Floors Paving Blocks
Bridge Timbers Piling
Ties Lumber

We are equipped to handle all Standard Methods of Treatment, also Adzing and Borling of Ties

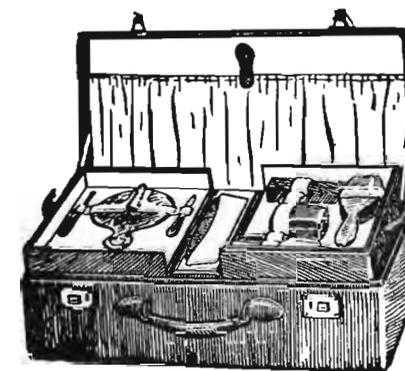
Built and operated first treating plant north of the Ohio River, year 1876

INDIANA WOOD-PRESERVING COMPANY

Chicago Office: 111 W. Washington St.
Plant: Terre Haute, Ind.



Luggage
for a
Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

Always glad to offer gift suggestions for usual or unusual occasions.

OMAHA PRINTING CO. Farnam at Thirteenth
LUGGAGE DEPARTMENT OMAHA, NEBRASKA

Sympathy is extended to Miss Nan Gallagher, stenographer to Division Engineer E. H. Johnson, due to the death of her mother, which occurred during January.

A dance was given in the Lydia T. Byram Club Rooms by the office force of the superintendent's office at Savanna to welcome the new employes from Dubuque. A fair size crowd attended, and everyone had a good time, regardless of the fact that it was not possible to prevail upon some of the Dubuque fellows to attend. Evidently the attraction in Dubuque is too strong.

Chief Dispatcher G. E. Lanning and wife spent the week-end of January 31st visiting relatives in Chicago.

District Storekeeper J. A. McDonald and wife have moved to Savanna from Milwaukee and have gone housekeeping in the Lyness Apartment in Melrose Court.

We extend sympathy to the family of G. W. Deards, conductor on Dubuque-Illinois Division, First District, who passed away at his home in Elgin January 17th. The funeral was held at Elgin, January 20th, and was largely attended by employes and friends.

Brakeman Wm. O'Connor passed away at East Moline, February 13th. Mr. O'Connor was working out of Bensenville on No. 67, and was taken sick at East Moline and passed away while being taken to the hospital, death being due to heart trouble. Our deepest sympathy is extended to the surviving relatives.

Tri-City Terminals

Sympathy is extended to J. H. Lord and family in the death of Mrs. Lord's mother. Also to Boilermaker Helper Ed Martens in the death of his brother.

As this is being written we are enjoying the most beautiful weather for this time of year that we have ever had. California has nothing on us.

The first Safety First meeting of 1931 was held January 20th at Davenport, and by the large attendance you can see that the Tri-City folks are taking the Safety First movement seriously, as there were 94 present. Engine 1236 was the subject of quite a discussion entered into by our foremost switchman, Connie O'Brien, master fireman, Gus Magnus, and our dynamic Andy.

Congratulations are extended to Mr. and Mrs. Harry T. Hadaway on the arrival of a son on February 12th.

The Davenport Times Auditorium was the scene of an enthusiastic meeting on January

15th, at which there were 140 present. The object of the meeting was the organization of an auxiliary to the Savanna Chapter of the Women's Club. And to boost the meeting about 40 members of the Savanna Chapter were present to explain the duties of the different committees, and to suggest the best method of going about an undertaking of this kind. Since then the Tri-City members have gotten together and appointed their officers and committees and are starting to function in a whole-hearted manner, showing that good old fighting Milwaukee spirit.

We enjoy the new "dips" being worn by the officials visiting Nahant and would like to have advance information on the next sale, if possible. (Attention, W. M. T., P. L. M., C. C. S.)

We wonder which would be the easier to get—a cement floor in the roundhouse or a set of rubber arms from the Goodrich people.

We have installed a new bath at Nahant. To have the privilege of same, see Carl.

George Levsen is helping out in the depression by buying a new Chevrolet, thereby putting more money in circulation.

Chicago Terminals

Guy E. Sampson

WHEN these lines are read by employes of this great railway system, Spring will be but a few days off and we will be bidding Old M-n Winter adieu for another year. And what a wonderful winter we have had in Chicago this year. With the thermometer scarcely getting below the freezing point we have all really felt sorry for some of our southern brothers who formerly shivered when they read of storms, bitter cold weather and suffering humanity in this locality. They in turn have had colder weather this winter than we, who were used to it. The mild weather has, no doubt, been responsible for a great deal of illness among our forces, but, on the other hand, saving expenses have been brought much lower. Chicago for many years has not seen flour, butter, eggs and some of the other commodities as cheap as they were this winter, this time of the year. In the railroad game summer tonnage has been handled, cars switched at warm weather gait and a most wonderful "On time Departure" of all trains, record made. The depression of business, which our entire country has had to face, is no doubt felt more keenly in the big cities than in the rural districts as people in a city do not have the opportunity to raise a part of their living from the soil.

But among our employes those who were enjoying steady employment have seen to it that none of their brothers' families have suffered. And that is what we term as REAL BROTHERLY LOVE.

The lack of slippery leads this year has enabled our men on the switching leads to avoid many of the accidents that other winters have barred our Safety First work. That fact, coupled with another important fact that every employe is daily becoming better educated along the lines of accident prevention, has aided us in making a most wonderful record along that line.

With the moving of all time freights to the Bensenville yards, another yardmaster's position was established and Roy Hayden drew the appointment. If anyone thinks that getting 8 time freights out of one yard in 6 hours and 50 minutes don't take some real cooperation just watch the forces at Bensenville between 7:10 p.m. and 1 a.m.

3rd trick caller Earl White was quarantined at his home February 12, having been taken ill with scarlet fever. Earl said it was a great way to celebrate Lincoln's birthday, but he doesn't blame honest Abe in the least for his illness.

Engineer Herman Beyer and Switch Tender Edward Horn were among those household heads who had to batch in the basement while their families were quarantined. In this way they were able to keep the furnace going, as well as carry supplies to the family. Said supplies being left on the back porch, where the wife could get them after hubby had gone to his quarters below.

The sympathy of all employes is extended to Car Department employe John Frend and wife, who were called upon to lay away their 5 year old son February 14. About a week before his death the boy was riding a tricycle in his home, when in some manner he fell and was seriously injured. He was rushed to the hospital and everything possible done, but to no avail. After suffering about a week he passed away, leaving his sorrowing parents to mourn his passing.

That pleasant smile that everybody noticed on the face of Joe Bodenburger recently was better understood when his associates learned that Joe had again become grandpapa. A daughter was born to their daughter, Mrs. Louise Sutter.

Switchman Clark Gruner made a trip to New Holstien, Wisconsin, last month, to visit his brother (so he says), who is editor of the weekly paper at that place.

Superintendent J. H. Valentine, of Terre Haute, visited old acquaintances in the Chicago Terminal between trains one day the fore part of the month. All glad to see J. H. V. and shake hands again. Some of us who were busily engaged did not get to see him, but this item in our column (which he always reads) will acquaint him with the fact that we knew he was in our midst for a few hours. Come again when you can stay longer and see more old friends, Jack.

Trainmaster John Costello is basking in the sunshine of Florida while we are working around Chicago in our shirt sleeves.

Conductor Lewis Steffin and wife, accompanied by Engineer George Arney, autoed to Florida to spend a month, and in so doing missed all our nice weather here. O-hum, one can never gamble on the weather and have a sure thing guaranteed.

A fuel conservation meeting, held in a coach at 2:45 p.m. one day this month at the west end of Bensenville yard, was a most interesting one to attend. After receiving suggestions from

the 80-some employes present, Messrs. Lawless and Emerson gave some very good talks, which all present enjoyed.

The monthly Safety First meetings of the Chicago Terminals, which are held the last Monday evening each month, are continually growing in attendance and interest. Get the habit, and you wont want to miss a meeting.

Switchman Hutts, at this writing is convalescing from a serious attack of pneumonia, at the Washington Boulevard Hospital. All hope for his early recovery.

Of all the scandal—Trainmaster H. E. Sittler, Coach Yard, after being home for several days, came back to work with a nice new boil on his "Adam's Apple." At the same time Mr. Costello's stenographer, Gussie, came down to work with a nice new "headlight" on her "Adam's Apple." A case for Sherlock Holmes.

Walter Jackson is back on his job as Chicago Terminal locomotive engineer after several weeks' vacation account of illness.

The sympathy of all employes is extended to Yard Clerk Ed Bartholmey and family account of the death of his mother. Mrs. Bartholmey had been visiting other children on the Pacific coast for several months, and was recently fatally injured in an auto bus accident. Word was received here of the accident, and Ed and his father left February 1 for Portland and had only arrived a couple of days before their mother and wife passed away. Burial took place at Seattle.

Mrs. Henry Howell and family ask that we express, through the Magazine, their appreciation for the kind words and deeds extended to them during their hours of sorrow, when their husband and father was taken from them. Mr. Howell was well known in the Chicago Terminals and his passing was felt by all who knew him.

Crew Director Ben Webb was confined to his home for two weeks this month by illness. Kenneth Lehr took Ben's place at the Hump office.

Our Terminal readers will all do well to watch for posters announcing the Benefit Ball, to be given in March by B. R. T. Lodge No. 877. Boost the good work and a real good time is assured all who attend.

The Milwaukee Employes Athletic Association is going strong and every employe is urged to give them their moral and financial support no matter what sport you are interested in. The meeting held January 22 at the Norford Hotel, at 1508 No. Crawford Ave., was well attended and many more should get interested so as to make the membership larger. The cost, \$1.00 per year, is so low that every man should get in and take some active part. Other terminals are sending out some real contestants and Chicago can do as well if once our boys get in and get started.

Wm. Peck of the Bensenville roundhouse forces was laid up a few days this month with an infection in his hand. Not only disagreeable, but very painful.

Jim Coward disposed of his property in Bensenville and has taken a flat in the city.

The many friends of Joseph McLaughlin, bridgetender at Bridge Z6, Chicago Terminals, will be saddened to hear of his death.

He has tended the bridge in question since 1910, and was well known by many of the Terminal employes, by whom he will be greatly missed.

Kansas City Division

C. M. G.

CONDUCTOR R. E. RUCKMAN and Mrs. Ruckman are on an extended tour through the west, visiting in San Francisco and going up the coast to Seattle.

Francis Barnoske, son of Roadmaster F. M. Barnoske, has accepted a position with The Wheeler Bridge & Construction Company, Des Moines, with headquarters at Hastings, Nebr.,

his territory consisting of the state of Nebraska.

On Monday, February 4, Chief Clerk J. W. Sowder resumed his duties in the office of the superintendent, after being absent since December 14, due to a serious appendicitis operation.

On January 19 Mrs. F. M. Barnoske was called to St. Louis on account of the illness of her daughter Mrs. Wade C. Smith. Mrs. Smith is greatly improved and Mrs. Barnoske recently returned, accompanied by her grandchildren, who will remain here for some time.

Engineer O. E. Clark departed on January 10 for Los Angeles, Calif., to join Mrs. Clark, who has been visiting there for some time with her daughter.

Account of construction work in connection with the new double track between Polo and Birmingham, it was necessary to install two operators at Stockdale. The positions are being filled by L. E. Alspach and Steve Brown.

During the month of January we had an increase in oil business out of Kansas City amounting to approximately 319 cars over January of last year.

After a pleasant vacation spent in Lawrence, Kansas, Chief Dispatcher L. H. Wilson has resumed his duties.

Operator L. A. Dusenberry, Dawn, Missouri, has been applying himself during the past few years to the study of law and, we understand, expects to soon be admitted to the bar in Missouri.

Agent T. E. Manso, Lawson, visited over the week of February 7th with friends in St. Joseph, Missouri.

On January 27 occurred the death of Mrs. Wilhelmina Tubaug, mother of Roadmaster A. C. Tubaug, at her home in Blakesburg, Iowa. She was 82 years of age and had been ill for several weeks prior to her death.

Your Local Watch Inspector Deserves Your Patronage!

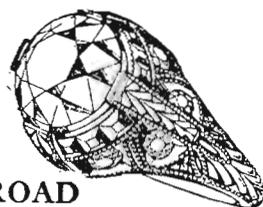


F. H. BARTHOLEMEW
2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH
926 Wisconsin Avenue :-: MILWAUKEE, WIS.

MILTON PENCE
23 E. Madison Street :-: CHICAGO, ILLINOIS

The above are
Official Watch Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

Magnus Company

INCORPORATED

JOURNAL BEARINGS and
BRONZE ENGINE CASTINGS

NEW YORK

CHICAGO

An interesting bit of news is the fact that among the members of the Somers College at Southampton, West Bermuda, presented to the Prince of Wales at the reception at the government house on Tuesday, January 27, Oscar Root, formerly of Ottumwa, was one of those present. Mr. Root, at one time, was an employe in the local office of the superintendent. After graduating from Harvard University he accepted the position of instructor of English and other subjects at Somers College.

A fire at Dawn, Missouri, on February 6, damaged the W. R. Decker restaurant; Tom Griffith Storage building; the Odd Fellows Hall; Wooden Store and Lowry and Vanstane General Store. Total loss amounting to \$15,000.00, which was covered with about fifty per cent of insurance.

Ferris Cooper, formerly employed on the Dubuque Division, has accepted a position in the local Chief Carpenter's office as stenographer to the Chief Carpenter and the roadmasters.

G. C. Stickler, maintenance timekeeper, is now on his 1931 vacation, part of which he is spending in Chicago visiting with his father.

Had numerous callers and visitors in the local office of the superintendent during the month of January and the fore part of February: C. V. Hammes, traveling accountant, Chicago, was in Ottumwa on January 14 doing special checking in the Accounting Department. O. M. Jensen, office engineer and P. H. Linderoth, signal inspector, Milwaukee, spent several days in Ottumwa making a study of train operation in connection with the proposed signal system on the new double track between Polo and Birmingham. B. H. McNaney and A. C. Peterson, train rules examiners from Chicago were in Ottumwa on February 3. M. J. Flanigan, Manager Safety Department, made a business visit here on February 9.

"Out Where the West Begins" East End of the T. M. Division

D. H. A. NICK Gahr, popular agent at Thunder Hawk, has returned from a vacation spent in Chicago and at other points.

Mr. and Mrs. Sam Hobbs of Miles City spent a few days here, visiting at the home of Mr. and Mrs. Frank Schneider.

Traveling Freight and Passenger Agent T. A. Dodge of Miles City spent Thursday here on official business.

Mrs. E. W. Champer was called to Ohio by the serious illness of her mother.

Oscar Vachreau, yardmaster at Harlowton, spent a few days in Moberidge, the guest of his sister, Mrs. Finch.

Mrs. A. R. McCauley was called to Greenville, Pa., by the death of her brother.

Mr. and Mrs. G. E. Deutscher spent the week-end visiting relatives at Scranton, N. D.

Mrs. A. G. Rognelson of Aberdeen is visiting in the Claude Preston home.

Miss Mary Mosher had the misfortune to break her ankle while out skiing and was laid up for two weeks. With the aid of crutches, she is now back at her desk in the relay office. During her absence, Miss Vera Perry worked at her desk.

Mrs. E. E. Elshire was called to Edgewood, Iowa, by the death of her mother.

The following officials passed through Moberidge on No. 17: Messrs. H. A. Scandrett, J. T. Gillick, W. H. Penfield, G. H. Buford and R. J. Middleton. They were accompanied as far as Moberidge by Superintendent H. M. Gillick of Aberdeen.

Mrs. W. P. Ohern of Wakpala is at Graceville, Minn., helping to care for Mr. Ohern's sister, who is seriously ill. Mr. Ohern went to Graceville to be with his sister over Sunday.

It is with deep sorrow that we write of the death of Mrs. Paul F. Aherns, who passed away at the family home on February 5. Mrs. Aherns suffered a stroke of paralysis two weeks ago, from which she never recovered. She leaves to mourn her loss her husband, a daughter Mazie, two sons, Clarence and Richard. She was a good christian woman; a wonderful wife, mother and friend. Mrs. Aherns was a member of the Congregational Church; also a member of their choir. To the Milwaukee Women's Club, of which she was a member, she gave of her efforts and talents most generously and, in her passing, one of our most faithful members has passed on. Into the hands of "One who doeth all things well" she has been committed.

Mrs. C. A. Carlson passed away in Moberidge Sunday, February 8, at the age of 62 years,

death resulting from paralysis. Mrs. Carlson was a member of the Milwaukee Women's Club. Besides her husband, C. A. Carlson, three sons and three daughters survive. They are: Mrs. W. E. Roberts of Lake Stevens, Wash.; Edwin Carlson of Miles City, Mont.; Mrs. W. D. Zimmer, Elmer, Clarence and Miss Evelyn Carlson of Moberidge. Our sincere sympathy is extended to the bereaved family.

Robert Myron Day passed away February 7, at the age of eleven years. Robert is survived by his mother, Mrs. Wm. Schmidt and his father, Clifford Day of Bay City, Mich.; also a little infant sister. "Bobbie" was a splendid little fellow and his passing has caused great sorrow among those who loved him, but "God gives and God takes." Our sympathy is extended to the sorrowing family.

Congratulations to Mr. and Mrs. Ralph Fraher on the arrival of a new daughter. The little miss will be called Patricia Louise.

Mrs. Dora Anderson returned Sunday from a week's visit at the home of her parents at New Effington, South Dakota. Mrs. Mary Van Dyne substituted at the freight depot during Mrs. Anderson's absence.

Mrs. Milt Riffle spent several days at Vermillion, the guest of her daughter, Miss Claire.

Charles Clinker, who is attending the State University at Vermillion, visited with his parents in Moberidge.

Mrs. E. G. Rinderneck enjoyed a reunion with old friends at McIntosh.

Iowa East Division and Calmar Line

John T. Raymond

DISPATCHER J. J. BROWN of Montevideo, Minn., visited several days with relatives in Marion, while en route to Excelsior Springs for a brief stay.

Mr. and Mrs. James Tobin of Marion went to Columbus, Wis. February 12 for a visit with relatives.

C. H. Amundson of Milwaukee acted as relief lineman at Marion during Mr. Tobin's absence.

Bert Klumph of Marion went to Los Angeles about the 15th of January to join Mrs. Klumph, who had gone there earlier. They will visit with their daughter, Mrs. Lucille Curtis, who resides there.

C. L. Sherwood of Cedar Rapids has been ill in a hospital there for some time. Mr. Sherwood has many warm friends on the Milwaukee and a host of them in Cedar Rapids who are anxious for his speedy recovery.

Born January 15th to Mr. and Mrs. J. N. Hutchins at Spragueville, a son. We extend heartiest congratulations.

Oxford Jet. station did itself proud for 1930, business revenue increased over one thousand dollars per month over 1929.

George R. Barnoske of superintendent's office force, Marion, who was laid up for several weeks with a severe throat affection, is expected to improve slowly from now (February 14) on.

The signal maintainers and section foremen on the Iowa East Division attended a Safety First meeting, held at Sabula February 5.

Roundhouse Foreman Matt Mullen of Marion resumed work at Atkins February 6, after being laid up for several days account of illness.

William Mozena, 59, residing at Marion, was fatally injured at 3rd St. and 9th Ave., S.E., at Cedar Rapids when he was struck by an automobile while on duty as crossing flagman at that intersection. The driver of the auto is being held for manslaughter. Mr. Mozena has

been employed for a number of years by The Milwaukee Road, most of the time on the section at Marion and for the last sixteen months as crossing flagman at Cedar Rapids. He is survived by his widow and three sons. The funeral services were held Sunday, February 1, and interment at Shiloh cemetery. The employes Magazine extends deepest sympathy to the members of the family in the great loss they have sustained.

Conductor and Mrs. William Reep of Marion have gone to Spokane, Portland and California for an extended vacation and visit.

H. E. Seeley, agent at Greeley, was called to Cedar Rapids the first part of February by the serious illness of his daughter. Relief agent F. E. Sorg relieved him during his absence.

Agent C. A. Case of Wyoming has been appointed agent at Manning and Wyoming station is now on bulletin.

Operator W. E. Hutchinson died at his home at Arlington, Iowa, January 20, after an extended illness. Funeral services were held at Arlington and burial there also. Surviving him are his widow, daughter and three sons. Mr. Hutchinson had worked for the company for about 20 years as operator and extra agent, and has many friends on the division who regret his passing away. The Employes' Magazine extends sympathy to the bereaved family.

Ralph Seager was in Chicago January 19 on business connected with the B. of R. T.

Passenger brakeman Jim Neff was off a couple trips the latter part of January on account of sickness.

Train Baggage man Perry Arbuckle was also off for several days trying to get the best of an attack of flu.

Passenger brakeman John Cone was off duty account of sickness. Lee Tucker relieving on Nos. 8 and 19 between Marion and Chicago.

Passenger Conductor J. L. Roberts was off duty for several days the first of February with the quinsy.

Passenger Conductor Andy Schader is confined to his home in Cedar Rapids account of again having trouble with his knees. W. I. Farrell is relieving on the Calmar passenger.

Train Baggage man Newell Hayes has resumed work on the Davenport-Marquette passenger after being off for several weeks with pneumonia.

Passenger brakeman H. R. Perrin, wife and two sons have returned to Marion after spending six months in Los Angeles, California, for the benefit of Mrs. Perrin's health, which is much improved.

The Magazine extends sympathy to Passenger brakeman E. E. Godwin and wife account of the death of Mrs. Godwin's father.

Conductor L. A. Franke is spending a few days visiting his daughter and family in Ames, Iowa. G. D. Eckhart is braking on the Calmar wayfreight during Mr. Franke's absence.

Conductor F. S. Craig was off sick the latter part of December. Phil Shoup relieving on Nos. 8 and 19 between Marion and Chicago.

Conductor C. N. Goite was off a few days on account of the death of a niece, Fay Marsh relieving as brakeman on the Calmar wayfreight.

Conductor John F. Briggie spent Christmas with his mother in Chicago, W. Simonton relieving on Nos. 3 and 4 between Marion and Omaha.

Conductor F. E. Winston has taken the main line wayfreight between Savanna and Marion, displacing Frank Dlouhy, who has been on this run for a long time.

As this is written we are advised that Newell Hayes, baggage man on passenger run between Davenport and Marquette, is critically ill of pneumonia at his home in Marquette. His

many friends on the Iowa Division hope for his rapid recovery.

Train Baggage man Charlie Hayward has gone to Rochester, Minn., to go through the Mayo Bros. Clinic. Charlie has not been feeling the best for some time, so thought best to submit to a thorough checking up to locate the trouble. Here's hoping it isn't anything serious.

Conductor Wes Pulley has taken a 90-day leave of absence and has gone to his home at Maquoketa, where he will help take care of his father, who is past ninety years old and in failing health.

Friends of Ray Perrin have received word that Ray and his wife are the proud parents of a new baby boy, born in Los Angeles, California. The Magazine extends congratulations.

River-La Crosse Division News M. M.

AND what is so rare as a day in February when the thermometer registers 45 degrees above zero. Can it really be Minnesota in which we are residing? With all this lovely weather one often wonders what time of the year it really is. Robins have been in this part of the country for some time, and guess they are here to stay.

Sincerest sympathy is extended to Conductor A. E. Calhoun and family in the death of Mrs. Calhoun, whose death occurred in January.

On January 20th a few of Mr. John Ostrum's friends called on him in the evening to help him celebrate his birthday. A social time was enjoyed and happy returns of the day were extended to Mr. Ostrum and wishes for many more such occasions.

Mr. S. J. O'Gar from the Store Department called at Wabasha in the interests of Store Department. He also inspected the ice which was being brought in from Eau Claire and placed in storage at the ice house. Mr. O'Gar is always a welcome caller.

Mr. W. C. Marshall, assistant to Superintendent Motive Power and Mr. John Jacobs, foreman of electricians of Milwaukee, were at Wabasha looking over the new electrical plant that had been installed in Wabasha Roundhouse. Everything was in working order and Roundhouse Foreman Mr. John Fleming had the electrical machinery and room in which is placed the motor in excellent condition.

Even a hand like this—



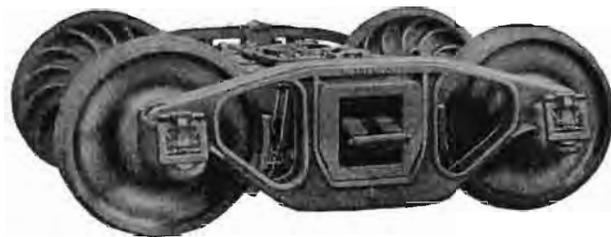
can't discourage the pumice-filled lather from a cake of LAVA SOAP.

George, the Lava Soap Man



Takes the dirt, but leaves the skin

The BETTENDORF Swing Motion Caboose Car Truck



with CAST STEEL TRANSOMS

There are, already, approximately 6,000 caboose cars equipped with Bettendorf Swing Motion Caboose Car Trucks. We are now offering these same caboose car trucks with cast steel transoms — a valuable feature

which adds strength and reduces the number of parts without increasing the weight or cost. It will be a pleasure to supply detailed information concerning these, the finest of caboose trucks.

THE BETTENDORF COMPANY
Offices and Works: BETTENDORF, IOWA

THE FAIR

Dependable with Long Life

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

THE P & M CO.
Chicago • New York

Mr. E. B. McMinn, who had been helping out with the traveling engineer's duties since the illness of Mr. F. G. Hemsey, has been very busy the past month. He called at Wabasha and other points on the division where engines are maintained.

Federal Inspector Mr. John Ernst was at Wabasha and other points on the division February 9.

With the consolidation of the divisions in the roadmaster's territory Mr. W. T. McNamara left the Wabasha and Chippewa Valley divisions February 1st for Minneapolis. Mr. McNamara had been roadmaster on the Wab. and C. V. divisions for the past three years, and during that time gained the respect and admiration of all whom he had dealings with. His departure was regretted by all, but he left with the very best wishes of all on the divisions and as a token of their esteem in which they held Mr. McNamara, the employes presented him with a genuine Meerschaaum pipe, which they hope he will enjoy as much as they enjoyed his supervision. They also gave Mac a humidifier and trust that he will meet with best of success in his new field of endeavors.

Trainmaster D. T. Bagnell is trainmaster of the River Division, with office at La Crosse, and the chief dispatcher has been moved to La Crosse.

Mr. M. T. Skewes, who was superintendent, has been moved to Austin and all on the division regretted very much to have Mr. Skewes leave the division. Mr. Skewes had been on the River Division so long that he had become a part of it. The employes presented Mr. Skewes with a watch as a remembrance on his departure and hoped that he would find his new territory as agreeable to work in as he found the River Division. He leaves with the best wishes of all, and success to Mr. Skewes.

Now is the time for all employes to endeavor to secure for the company as much patronage as possible and help make this railroad prosperous. It is a very good time to solicit this and there is no better way than through courteous attitude towards all.

Lineman W. W. Dinnels has been very busy at La Crosse the past month wiring for the new headquarters, and Mr. Dinnels says now that he can solve any difficulties in wiring after completing that task.

Superintendent O. H. Frick was over the River Division and also C. V. and Wabasha divisions the fore part of the month. We welcome Mr. Frick and hope that he will like the River Division.

Another of our girls, Miss Elizabeth Coleman, our present file clerk, and for many years personal stenographer to Superintendent A. C. Bowen, on this division, hid away to Sioux City last week and was married to Judge Daniel L. O'Hern, of this city. Elizabeth and Dan have hosts of friends in Miles City who wish them all the happiness in the world.

Hot Shots from the West T. M. Division
Helen Kerwin

JUST MARRIED!!! Ruth Dunnigan and Edwin (Snoos) Carlson, both of the superintendent's office force at Miles City, gave us a surprise when they announced their marriage the first part of January. That's the way to carry out New Year's Resolutions. The happy couple are residing in Miles City and their host of friends join in extending them best wishes for a long and happy wedded life. The office gang presented them with some sterling silver which they say they shall cherish forever 'n ever.

Clara Spear, who has been roller skating around the wilds of Broadus, Montana, for several weeks, is now back at the office, taking the position of file clerk. Everyone glad to see Clara back again.

And Geo. Hilton, too, has been sojourning at Rapid City and Mobridge at intervals, pursued, as most of us have been, by the Bumping

Jinx which goes around like a roaring lion, seeking whom he may devour et cetera, et cetera. It's about time for vice versa, vice versa, isn't it, George?

Kathryn Corbett, of Tacoma, Wash., is making an extended visit with her parents, Trainmaster and Mrs. Corbett.

Distinguished visitors from the east on this division last week: Messrs. D. C. Curtis, J. T. Kelly and our old friend, Mr. D. B. Rivers.

Shirley Strong, formerly of Marmarth, has been transferred to Roundup, Montana. Too bad not to be able to keep a golden voice like that down here at Miles City, but, no doubt, Roundup musical fans will appreciate him. We hope so.

Miss Marg. Gilbert spent the week-end in Butte several times recently.

Mrs. Ann Anderson of Mobridge is a new member of our force, in the Mechanical Department. Ann's smile lights up the whole office.

Bob Chamberlain of Tacoma dropped in at the office to see us while visiting friends in Miles City.

I might have said while he was visiting his sweetheart here in Miles City. Why can't people, even reporters, be honest, once in a while.

If I started to tell who graced the sick list during the past few weeks, the Magazine wouldn't have room to print them, I don't believe. Superintendent Hill was confined to the hospital for several days. Jack Price, our division accountant was quite ill. Dunc. Ritchie, Geo. Hilton, Helen Bugby, Pearl Huff and ye scribe have been off duty for several days on account of an attack of the flu. All are up and around at this writing—and here's one that hopes we stay up.

Delores Wagner is visiting her sister and brother-in-law in Chicago, Mr. and Mrs. Harry Kelly.

Pete (Chas.) Peterson, of the Engineering Department, and Miss Ruth Blow, of Miles City, were married several months ago, but due to the excitement around here we didn't send in the item and are extending our congratulations at this late date. We certainly did enjoy that candy, Pete. Thanks a lot. The Petersons honeymooned in Seattle.

Wasn't that a fine picture of Mr. Mayo and his Safety First crew? Geo. Hilton took that with my little Kodak, and I think he's a first-class photographer.

Another of our girls, Miss Elizabeth Coleman, our present file clerk, and for many years personal stenographer to Superintendent A. C. Bowen, on this division, hid away to Sioux City last week and was married to Judge Daniel L. O'Hern, of this city. Elizabeth and Dan have hosts of friends in Miles City who wish them all the happiness in the world.

Mrs. T. A. Dodge, wife of Traveling Auditor T. Dodge, has been ill as a result of inhaling coal gas while she slept in her home here, after returning from the Miles City Hospital. Mrs. Dodge and her sons were asleep when one of the boys was awakened by the fumes choking him, and he ran to the neighbors, Ed Lynams, and called for help.

Our old friend Ed Frawley's picture smiled out at us from a prominent place in a late Long Beach paper. It seems "Danger Lights," OUR motion picture, was showing there and some reporter found out there was a young man in the audience from Miles City who had helped make the picture. They sought him out and gave the full interview with Ed. They asked him all about how the picture was made, if the thrills were real, and so on, and Ed told them, AND HOW.

Nora B., up on the Rocky Mountain Division, ought to have a lot more time now since Santa Claus left her that nice watch.

Mr. D. B. Rivers is certainly looking the picture of health and he says they like Minneapolis. We sent our best regards to Marj. and her mother and here are some more, if he doesn't remember to deliver those.

Chas. Shine is now working at Ismay, and James Brady back at Scranton, N. D.

Now, if I've missed anything, it isn't my fault. Wish the folks out along the line would send in an item now and then, and not give all the publicity to the Miles City gang.

And—business IS picking up.

Station WLE

Harriet

SCRAMBLES

"THE world is so full of a number of things, we should all be as happy as kings."

Spring Tonic: Plenty of fresh air, exercise, good food and rest.

Between eleven and two you can tell what the weather is going to do. (Leave it to the Astrologers, don't waste the sleep to find out).

Let us not be weary in well doing, for in due season we shall reap.

SICK LIST

Bad cold or no, our chief clerk—like the good old office clock—was on hand on time every day. He didn't let little old pneumonia get him. We can still hear the bark (cough) of the manager himself, who avoided "pneu" and was back in the office after a few days. And we can credit our own slim little "Blonde" of the office—Miss Russell—with making a quick comeback after an awful cold. BUT, the little old germ sure got a stronghold on Pop Wheeler, whose smiling face we missed for three weeks, and as this number goes to press the nasty little germ got its hold on Giant Bob and we hope by the time we see this in print he will be well on the road to recovery. Better take Rosie's advice and lie down when you're sick, no matter how much it sets you back, because in the end the little old pest pneumonia will flatten your pocket-book.

"AD LIBBING"

(Ad libitum)

Ah! We have a new girl in our office. When are you going to get a hair net, Tony?

We see that Ray has been all out of proportion around the jaws lately. Must be a pretty tough girl. How about it, Ray?

Yes, and two other fellas are out of proportion around the jaws. Al and Don have taken to chewing tobac.

Zealous Roy Dougherty, bound to get a good line on a car of livestock, dictated such a hot wire to one of his stenographers that the notebook jumped right out of her hand.

Sez Shakespeare: "Is't near dinner time? I would it were," and sez Pope: "But 'tis substantial happiness to eat." 'Taint so with Rosie. She doesn't go around with the hungry chant anymore. Proven, when a woman will—she will lose ten pounds.

At the suggestion of the "Boss' Sec'y" we offer Many Happy Returns of the Day and Good Health to the following, whose birthdays occurred during January and February:

Ruby Russell, W. E. Brown, A. B. Estes, Harry Harnish, Fred Johnson, C. E. Mahaffey, Raymond Melzer, S. M. Yates, O. E. Younger.

I. & S. M. Division

V. J. W.

EFFECTIVE with the consolidation of the I. & M. and S. M. Divisions, February 1st, the following employes have been assigned positions with the I. & S. M. Division with headquarters at Austin.

Name	Position	Formerly of
M. T. Skewes	Assistant Superintendent	Minneapolis
W. J. Ljeb	Trainmaster	Minneapolis
Walter Zahradka	Trainmaster Stenographer	Minneapolis
V. Reichert	Assistant Chief Clerk	Aberdeen
Eugene W. Rudloff	Dispatcher	Minneapolis
Oscar C. Peed	Dispatcher	Minneapolis
Wm. G. Ende	Dispatcher	Minneapolis
W. G. Powrie	Division Engineer	Chicago
F. E. King	Assistant Engineer	Minneapolis
W. A. Crow	Assistant Engineer	Minneapolis
C. E. Berg	Engineering Department	Minneapolis
C. E. Crippen	Engineering Department	Minneapolis
R. G. Denny	Engineering Department Stenographer	Minneapolis
Henry Stark	Engineering Department Clerk	Mason City
Thomas Bowler	Boilermaker Foreman	Minneapolis
W. E. Trichler	Chief Carpenter	Mason City
R. Risberg	Chief Carpenter's Clerk	Minneapolis
F. J. Larson	Roadmaster	Farrington
F. F. Luslow	Roadmaster	Laurel
F. L. Alexander	B. & V. Clerk	Minneapolis
W. Breingan	Material Clerk	Minneapolis
Helen Gloeckner	Comptometer Operator	Minneapolis

An incident of interest to one of our brother employes occurred along with the reassignment of the positions in the division offices when Dwight "Tang" Knesekorn was notified Friday, January 23rd, that he had been assigned to position No. 13. As long as no black cats featured in the announcement Tang has accepted the assignment.

We are indeed pleased to hear that Miss Harriet Hinckly, daughter of Switchman H. B. Hinckly, is sufficiently recovered from her long illness that she will be returned to her home from St. Olaf Hospital February 15th. Harriet has undergone several operations for relief from mastoid and has been under medical treatment since Thanksgiving Day, and has been confined in the hospital for the past eight weeks.

While trucks and buses are considered as a menace by most railroad workers, Switchman Leo "Barney" Blabaum rises to remark that just common autos present their problems. Barney purchased a new car early in January only to have it stolen the same day. After recovering the car he chartered to be a passenger in a taxi which featured in a smashup which sent several of the passengers to the hospital, Barney included. After a week's treatment he decided to take a trip to Milwaukee and we noticed he went by rail. Evidently Barney believes in Safety First.

We also understand that Switchman Irvin "Ink" Beckel suffered a broken collar bone in an auto accident February 8th.

We have received a program of a three-act western comedy, "The Great Southwest," featuring Agent R. G. Laugen, of Spring Valley, as the leading character, but our information does not include the time and place of the presentation.

Sympathy is extended to Pump Repairer Steve Kloeckner in the loss of his mother, whose death occurred at her home in Adams, Minn., January 23rd.

DEFINITION OF SAFETY FIRST

(Written by S. M. Engineer Harry Whitis)

S—stands for Safety
A—for almighty strength to protect and guard against danger
F—for freedom from danger while on duty
E—for exemption from endangering others
T—to teach the meaning of danger
Y—to be yourself with clean habits

F—to be first to prevent danger at all times
I—is to help others from endangering themselves or others

R—for the rules we should obey
S—to study to be sane and safe
T—to take the safe course at all times from danger.

We are indeed sorry to hear that Mrs. Chas. Billington, wife of Engineer Billington, has been confined to her home with a compound fracture of the leg which she suffered in a fall on an icy walk January 20th.

Assistant Ticket Agent H. C. "Chauncey" Scott is going in for diversification. We know he has been very successful in the rabbit business and all can vouch for his popularity as a ticket agent and now we hear he is to leave February 16th for a two weeks' course in insurance salesmanship. Prepare your defense, boys.

Twin City Terminals

Leda Mars

CHIEF DISPATCHER GALLIVEN and River Division force of train dispatchers moved to La Crosse, as did Side Table Operator Linner. Russell Risberg, dispatcher's clerk, took the roadmaster's job at Austin and W. C. Stackpole, car distributor under chief dispatcher, remains at Minneapolis as car supervisor for the Twin City Terminal Division, and Supervisors Knoche and Corcoran moved from South Minneapolis to Room 7, with Mr. Stackpole in the depot.

HEINEMAN Lumber Company

FARM, HUNTING AND FISHING LANDS

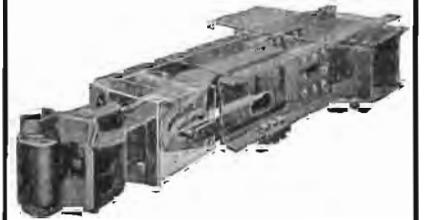
LAKE FRONTAGE including exclusive ownership entire lakes and large acreage for hunting preserves.

BUILDING MATERIALS for resort construction at wholesale for land customers.

Office:

MERRILL, WISCONSIN

"BUCKEYE" Yoke and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio
New York - Chicago - Louisville - St. Paul

Savings Department

OPEN ALL DAY EVERY SATURDAY

9 a. m. to 6 p. m.

OTHER DAYS 9 a. m. to 2 p. m.

CENTRAL TRUST

COMPANY OF ILLINOIS
208 SOUTH LA SALLE STREET
CHICAGO

Accounting Department Clerks John Carlson, Anthony Schwab, Art Gerber and Ernie Uggla and Helen Gloeckner, comptometer operator, went to La Crosse Division accountant's office, and Clerks "Scotty" Briengen and F. Alexander went to Austin Division accountant's office. Clerk Tadsen was laid off in the force reduction.

Assistant Superintendent Gruber and Trainmaster Hancer of the Terminal Division, remain at South Minneapolis with Ivey Crogan from Chestnut Street telegraph office.

Fordston Jct. interlocker has been closed and connections and signals at that point are now handled by remote control from Chestnut St. telegraph office.

The new connections with the St. Paul municipal barge line terminal have now been made and are operated through the Hoffman Avenue interlocking plant. It is anticipated that considerable new business will develop through this connection.

At St. Croix Jct. on the River Division, which is close enough to us to be almost called a terminal facility, the rebuilt interlocking plant is equipped with remote control apparatus on both the Milwaukee and Burlington so that signals at Hastings and Prescott drawbridges are now handled from the interlocking plant instead of locally as heretofore.

Members of the Accounting Department held a Chow Mein dinner party in the Women's Club rooms in the passenger depot, for the clerks who are being transferred to La Crosse, Wis., and Austin, on account of consolidations.

The clerks that are being transferred are indebted to the girls of the Accounting Department for arranging such a fine party. Irene Hughes, Violet Loffert, Nellie Sullivan and Georgia Perry were in charge of arrangements.

Each one of the travelers were presented with a suitable gift: Johnny Carlson receiving a fine hot water bottle; Toney Schwaab, a wrist watch; Art Gerber, a golf club; Ernie Uggla, a bandana handkerchief; Bob Frisby Noot, an overgrown pen and holder; Helen Gloeckner, a grip for her pajamas; Scotty Breingen, a new shiny cornucob pipe; Alexander, a harmonica and Earl Tadsen, a rubber cigar. Ernie Uggla set some kind of a record when he drank 7 cups of coffee without any apparent effort. Mike Ahern had three helpings of Chow Mein, and when last seen was hanging around the kitchen looking for more. Elmer Peterson also had a good night and managed to eat a small cake without any help.

Anthony Schwaab smoked the most cigars, seven in number, while Henry Gray smoked six and might have caught up with Tony, but the contest ended when the cigar supply ran short.

Art Gerber had to be carried out on a stretcher on account of his appetite getting the best of him. What a MAN, what AN APPETITE!

Nell Sullivan recited a Scandinavian version of "Barbara Fritchie," and Scotty Breingen sang a song.

C. B. Rogers was presented with a huge craser, which should come in handy with preparing joint bills.

Martha Benson kept Elizabeth, Georgia, Irene and Violette busy wiping dishes. How's that for a speedy dishwasher?

Mr. Nickey said, "On with the dance," and tried to wear Georgia down to a featherweight but dropped from exhaustion and still looks under weight.

Mr. J. F. Fahey, supervisory agent, was on the sick list for several days but is back with us again.

Elizabeth Hessburg, local freight cashier office, was confined to the hospital for a few days. We are all glad to see her back at her desk.

Another one of our old employes, James Morrison, passed away January 27, 1931, after a long illness. He had been with the Milwaukee Railway some 23 years, beginning service August 10, 1908. He worked as yard delivery clerk and will be missed by his many friends and fellow workers.

Mr. John Oliver, grain and flour agent, is ill at St. Mary's Hospital but we hope for not long.

Earl Duchene, pride of the Twin City traffic, has now moved to the Minneapolis local freight. Last year Earl was the Northwest Amateur Association flyweight champion, but this year he has grown up and is now a bantamweight.

Earl has won a number of bouts so far this season, but the next bout is the one all the employes are talking about, as his opponent is Leonard Mitchell, the Rock Island flash. The bout will take place February 20th. We all wish the best of luck to Earl and the winner will be announced later.

Des Moines Division Items

Frenchy

WE REGRET to advise that Mrs. Sarah Warren, mother of Mr. H. W. Warren, D. F. & P. A., passed away at Wayland, Iowa, on January 25. Services were held and interment was at Wayland, January 27. Mr. Warren has the heartfelt sympathy of all of his many friends in his bereavement.

Mrs. O. A. Strand was called to Marshalltown by the death of a brother. Funeral services were held at Marshalltown on January 23. We wish to extend our sympathy to Mrs. Strand in her great loss.

Mr. C. J. Zehr, Agent Boone, is taking a leave of absence and is being relieved by R. V. Dawson. Mr. Zehr and wife are spending the winter months in California.

Mr. R. H. Conrad, of Mr. Warren's office, was called to Cedar Rapids on January 24 by the death of his father. Services were held at Cedar Rapids on January 26. Mr. Conrad has the sympathy of his many friends at this time.

Miss Alice Marie Strand, daughter of Mr. and Mrs. Otto Strand, 1142-36th Street, left early in January for Los Angeles, where she will visit friends until March. Miss Strand graduated from Roosevelt High School in January and the trip was a graduation gift from her parents.

Mrs. Kathleen Penney-Von Grossmann, formerly secretary to Mr. Swanson of the Car Department, Minneapolis, recently moved to Des Moines. Mr. Von Grossmann is connected with the Acme Fast Freight Service Company, with offices in the Union Station.

Safety First meeting was held in the Women's Club Room, at Des Moines, on February 11. Meeting was well attended, there being fifty-one present.

Conductor "Andy" O'Laughlin is back on the job after an absence of several weeks account of an injury to his arm in an auto accident.

Miss Ruth Berman spent the week-end of February 8 with her parents, Mr. and Mrs. H. Berman of Des Moines.

By the way, a certain young lady in the superintendent's office is purchasing dishes and other household articles; it looks as if we might have an interesting event to write about one of these days.

'Tis rumored that Messrs. Rink, Kane, Bestor, Van Maren and Conrad are cutting quite a swath among the fair sex by reason of their glistening black derby "sky-pieces."

S. C. D. Office

H. M. B.

CHAS. PETRAN attended a meeting of the A. R. A. Wheel Committee in New York the first week of January. Mrs. Petran accom-

panied him on the trip. Leave it to Charlie to start the New Year right.

Edith Hamann received a beautiful plant of pink and white hyacinths from the Sunshine Club while she was ill.

Did you see Mr. James Edward Mehan's picture in the Chicago Tribune? You certainly missed something if you didn't. If by chance any of you ladies are going to have your picture taken by a newspaper photographer and you feel a little bashful, or don't know how to bring out your usual smile, just call on Mr. Mehan, who is the best fixer you ever saw. And boy! how he does fix.

Mr. K. F. Nystrom is now a member of the S. C. D. Office Sunshine Club.

Some high-powered radio salesman must have caught Francis Anzia and Ralph Haslam in one of their weak moments, because they both just purchased new radios.

Sympathy is extended to Julia Barrows and family in the death of her aunt, Miss Julia Reardon. The Sunshine Club sent a card of sympathy.

Leona Schultz took part in an amateur minstrel show given by the members of the White Shrine Drill Team. The show was staged in the Kilbourn Masonic Lodge.

St. Ann's orchestra, under the direction of Francis Anzia, furnished the musical program for a three-act comedy given by "St. Ann's Little Theatre."

Dubuque-Illinois Division— Second District

E. L. S.

CONDUCTOR J. M. CASSIDY laid off recently on account of a hand infection, and is being relieved by Conductor V. K. Clark. We sincerely hope that Conductor Cassidy will improve rapidly so that he will be able to return to his work soon.

We were pleased to see and shake hands with L. M. Farley, chief carpenter, Ottumwa, Iowa, one day last week. Mr. Farley likes it first rate on the Kansas City Division. When he left, he took Ferris Cooper with him for his clerk. Ferris was formerly employed as a clerk in superintendent's office, and also clerk to H. R. Jones, car foreman for a short time. You are to be congratulated, Ferris, on securing this position, and hope you will like it.

Conductor O. E. Dana returned to work on south end turns February 10, after having been absent for about a month on account of an injury he sustained on train No. 70, January 11th.

Operator J. A. Dean, No. Buena Vista, was in Dubuque week of February 2, attending lawsuit.

F. E. Eckstein, trainmen's timekeeper, Savanna, was a Dubuque shops visitor January 23 (brought us some more work to do, is that nice?)

Brakeman V. L. Veit displaced on West Union Line on account of one brakeman taken off 204-233, recently moved to Marquette. He is now working as brakeman on Waukon Line with Conductor W. W. Graham. Ira Kelsey, formerly brakeman on Waukon Line has been working on the Preston Line since being displaced.

Trainmaster W. J. Whalen was in Chicago on February 10 on time-table changes for this division. It is expected there will be a great many changes in this next issue.

Agent Peter Ott, Preston, who was injured December 9, is still confined to his home.

Agent G. A. Childe, Mabel, expects to take leave of absence the middle of February for three or four weeks.

If you want to know if your office is properly heated, see E. J. C. He is an expert at regulating the steam so that you will have the temperature just right????

3113 Dubuque 1632

Ed. E. Tore

Since the superintendent's office has been moved from Dubuque to Savanna and Messrs. Ickes and Pregler have gone to the offices over the passenger station at Dubuque, the freight house has been left in the dark as far as any contributions to the magazine. I therefore take it upon myself to offer a few interesting items about the happenings at the Dubuque Freight House.

E-X-T-R-A E-X-T-R-A E-X-T-R-A

It is said, "In the spring, a young man's fancy lightly turns to thoughts of love." This, no doubt, is true, but our own Harold (P.H.*) Shea got the fever a little early, took the life sentence and is now wearing the ball and chain. Miss Dorothy Norton was the lucky miss and took P. H.* up the aisle on Wednesday morning, February 4.

Boys have got to hand it to P. H.*, he went and did it when times were hard.

Good Luck to the Mr. and Missus

* Those wishing to know the meaning of the extra initials, may find out by sending a self-addressed stamped envelope to Frankie Duffy, in care of this office.

With the marriage of Harold, the score of singles in the office is cut to four. Looks as though our Joe Brady will be the next to step off, as there is little hope for the Oil Baron to say nothing of our Eddie. Willie is out of the race, being a little too young.

Word has been received that Louie Jaeger, formerly a member of our force, is a proud papa. We know our Louie would do right. Next on the list is our Pud. Full speed ahead, Pud old boy.

Our handsome receiving clerk, Mr. Dorrance Jaeger, was off duty last month with an attack of pneumonia, but he soon got on his feet and is now feeling better than ever. Dorrance says you can't keep a good man down.

If there is anyone who wishes to know how to invest a dime and make several dollars on it within a week, write under personal cover to Oscar Ralston and he can give you an idea. We think it was a topping good idea.

The fourteenth of February brings a big hey-day to Baldy Jaeger and gives the boys something to look forward to. We are always sure of getting at least one comic valentine anyway?

Our little Will, who flies to Chicago every time there are two days' vacation, started the year off with a bang. Yes, sir! Don't know what the attraction is, but he always comes back all smiles and is extremely peppy for about a week after.

Nebbs Whelan says that the difference between Eddie Doran and Legs Brady is about two gallons of McCoy's Cod Liver Oil.

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

Nora B. Decco

WE can't complain of winter this year, and now we find we wish there was some snow to lay the dust. Cold weather is pretty bad but if there is anything any worse than one of these wild dust storms, please bring it along and let's get it over with. The housekeepers in our fair city are somewhat hard to get along with during and after one of these pleasant little sessions with the "strong south-west" wind.

Firemen Brasch and Chollar, who have been working the past month at Harlowton Roundhouse, were Three Forks callers one day this month. Mr. Chollar's family is still here.

Conductor Wilson was on the sick list a few days early in February. He also made a hurried trip east while he was laying off after he got over the flu again.

Mrs. Rector and two daughters and son have gone to California for the winter. About all the agent has done so far that you could not exactly call good housekeeping was pull the kitchen stovepipe down on top the hot cakes or whatever he was cooking for himself at the time. Yes, he cleaned the mess up all by himself—at least, that is what he said he did.

Engineer and Mrs. Townsley have returned from a two weeks' trip to the west coast. They had a pleasant trip and suppose fishing won't look good to the head of the family and most likely he won't want to do much wood chopping now with the Read Waters Fuel Co. Well, from all we hear, he is about the best chopper they had so far.

Mr. Barker, who has been a guest at the Otto Heims home here for a week, has returned to Miles City. We wish to congratulate Mr. Heims on securing a passenger over our line to Indianapolis, Indiana, and return, who would have gone over another road but for the kindly interest Mr. Heims took in telling him about our nice trains, the pleasant trip and other advantages of riding via Milwaukee . . . railroad.

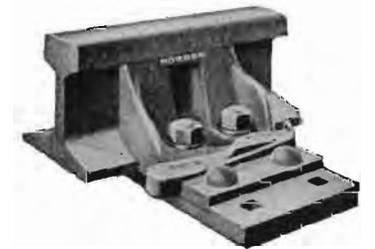
The station at Sixteen has been closed and Agent Osterholm has gone to Danvers to work. Operator O'Boyle has bumped Operator Ranger at Bozeman and Train Despatcher Joiner, who was working on the Musselshell Division at Miles City, has been assigned to second trick at Harlowton.

Emmett Butler, who has been working out of Spokane for some months, has come home for a visit with his parents here.

The Morden Adjustable Rail Brace

Standard on the

Chicago, Milwaukee, St. Paul & Pacific R. R.



Morden Frog and Crossing Works
CHICAGO

LUMBER : PILING

TIES

AND

MINE TIMBERS

Egyptian Tie & Timber Company

St. Louis

Chicago

THE BINKLEY COAL COMPANY

are Miners and Dis-
tributors of the Best
Grade Coals for All
Purposes



WRITE US FOR PRICES

230 N. Michigan Ave.

CHICAGO

CLASSIFIED ADVERTISING

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

For Sale—Mont Red Cedar Products—Lamps, smoking stands, card players' novelties; cribbage boards, red cedar, \$1.50 postpaid; inlaid cribbage boards, walnut, maple and cedar, \$3.00 postpaid.—Address C. C. Field, 804 California Avenue, Deer Lodge, Montana.

For Sale—Easter Bunnies—to fellow employees. Get your orders in now for Easter Bunnies—prices reasonable. Have three kinds: pink eyes, pure white, and red and silver grey.—Address John C. Freind, 1236 N. Marion Court, Chicago, Ill.

For Sale Cheap—1 Oliver typewriter, 14 volumes American Law and Procedure, La Salle Extension University course, 30 volumes Encyclopedia Britannica set, year 1901, Werner Co., publishers; 4 volumes Hill's Practical Reference Library.—Address, Gus. Kruecke, 825 67th Ave., West Allis, Wis. Telephone between 5 and 7 P. M.—Greenfield 2140.

For Rent—Furnished rooms. Two or three desirable rooms; with or without meals. Convenient to Edgebrook station; thirty minutes from Union Station. Frequent suburban train service. Mrs. O. D. Aeppli, 6256 Lundy Ave., Phone Kildare 0077.

For Sale—Reed wheel chair in good condition, \$12.00. George F. Jewett, Allen Grove, Wis.

For Sale—High class Boston terrier; female; age 5 months. Show type. Good all over pedigree includes several champions on both sides. Price reasonable. S. G. Fraser, Box 13.

For Sale—Rosewood piano, in good condition, \$50.00. W. E. Munson, 2622 N. Spaulding Ave., Chicago, Illinois. Phone Spaulding 6419.

For Sale—Vibroplex "bug," almost new, \$10.00 prepaid. Address Edith Reyner, Ruthven, Iowa.

For Sale—Home-made fern baskets, with legs, at \$1.75 apiece. George Spital, 4032 32nd Ave., South, Minneapolis, Minn.

For Sale—Seven-room house, with hot water heating plant, located at 114 2nd Ave., N. W., Aberdeen, South Dakota, 1½ blocks from Milwaukee passenger station. Well adapted for subletting, acquired on a trade and will sell to a Milwaukee Railroad employee on monthly payments. F. R. Scott, Agent, C. M. St. P. & P. Ry., Waubay, South Dakota.

For Sale or Trade—My newly-built six-room home at 6527 30th Avenue, Roosevelt Heights, Seattle, Wash. Hardwood floors, built-in closets, etc. Tile (Durolite) bathroom and kitchen effects, electric range, sun room, fireplace, hot air furnace, full concrete basement, fully equipped. Large lot and fine garage. Walking distance to University of Washington, Roosevelt high, and grade schools. Mountain and city view hard to beat. \$5,500 on trade—10 per cent less on prompt sale. Buyer to assume \$1,900 mortgage as part. Will trade for good producing farm. Must be paying one. Interested in Montana field crops, beets, beans, etc.; also small furs other than foxes. Write owner, R. C. Floch, Gold Creek, Mont.

For Sale or Exchange—Conn saxophone, C melody, originally cost \$125.00; in excellent condition. Will sell for \$50.00 or exchange for typewriter of equal value. Address C. N. Scherer, 2141 N. 75th court, Elmwood Park, Illinois.

For Sale—Good roots of German Iris (named Varieties). \$1.00 a dozen, my choice. \$1.50 a dozen, your choice, postpaid. All iris to be delivered after June 1st, and all should bloom next year. Fred Smith, 38 5th St., Savannah, Illinois.

For Rent—Four and five-room apartments. Lovely, light, 4-room apartment, second floor, in Forest Glen, 1½ blocks from Elston Avenue and C. M. St. P. & P. Ry. depot. Best suburban service of 24 trains daily. Thirty minutes to depot. Private yard and large porch. Favorite gas range and porcelain-lined refrigerator. All modern conveniences, with hot water heat and hot water furnished. New building, newly decorated throughout. Will rent furnished or unfurnished. Surface lines, near forest preserve, golf course, near stores, churches and schools. Rent reasonable. One month concession. Also five large, light rooms on first floor. Private yard and porch. Free use of garage for care of plant. New Universal in-a-drawer gas range. Large Frigidaire. Will rent furnished or unfurnished. Heat furnished by American hot water heating plant. Possession immediately. Rent reasonable. One month concession. Apply Mrs. William Florence, 5219 North Leamington Avenue, Chicago.

For Sale—Hand made, clear grain ash, shellaced lantern handles. 5/8 inch at grip, tapering to 3/8 inch at ferrule; average height, 9 inches, but made to order, if desired, at the same price—35c. postpaid. Similar to the old T. L. Moore handle, but put on with screws on outside lugs of Adlake Kero No. 250. Can be changed instantly, nothing needed, but a screwdriver. E. R. Hardwick, Box 88, Sabula, Iowa.

For Sale—A 40x120 ft. lot, in Wilmington, California, a town of 20,000 population, and the Olympia Refining Co. is ready to put down a test well 3,500 deep, one block from my lot. I have a lease on hand to be signed. For further particulars write to Jake Stockburger, 921 First Ave., Perry, Iowa.

Your RAILROAD EMBLEM on Bib or Sleeve

Genuine JELT* DENIM {only in Lee's}

GUARANTEED Better in EVERY Way or a New Pair FREE



DON'T be confused—Lee and Lee only uses genuine Jelt* Denim, the toughest and best overall fabric known. Jelt Denim is made only from genuine Piedmont Upland long-fibre cotton spun into multiple twist yarn that stays strong and tight. Woven with an exclusive process that builds rugged strength . . . 6 times vat-dyed with genuine Indigo Dye . . . water-processed (no chemicals) to control shrinkage—Jelt Denim is stronger, more comfortable, holds its shape and washes with amazing ease. Lee and Lee only uses genuine Jelt Denim—be sure it's a Lee when next you buy.

UNION-MADE **Lee** RAILROAD EMBLEM OVERALLS THE WORLD'S STANDARD . . . With the World's Largest Sale



Robert Armstrong in RKO's popular picture, "Danger Lights".

Rocky Mountain East — Northern Montana

Max

LEWISTOWN CHAPTER of the Milwaukee Railroad Women's Club is now nicely located in the passenger station in the rooms formerly occupied by Van Noye company.

The first meeting held in the new quarters was one of the outstanding social affairs in the annals of the club. After the business meeting the evening was spent in dancing and with cards and a fine lunch was served.

Farmers' Week in Lewistown afforded the railroad officials an opportunity of getting in personal touch with a great number of rural patrons of the line. A special meeting was held with the stock shippers at the passenger station, at which shipping and other matters of interest were gone over.

J. K. Ford, livestock agent, was invited to Lewistown by the committee in charge of the farmers' week program to give them information as to the outlook for the marketing of lambs.

D. B. Noble, agricultural agent, met with the Central Montana Livestock Association and assisted in arranging the program for their coming spring livestock sale, for meetings in connection with finishing and pasturing demonstrations and livestock tours.

In making an analysis of the statement of claims paid for losses in connection with livestock shipping it appears that a campaign for better sorting in shipping of cattle would result in a decrease in losses. Most of the claims appear to originate with the so called "Jack-Pot" cars, where they are made up of stock from various farmers where the load is uneven.

James Griffith, assistant superintendent of motive power, with headquarters at Tacoma, conducted the fuel conservation meeting at Lewistown. There was a good turnout. Mr. Griffith reported that there had been a fine improvement made in several departments of the service.

Roadmasters George Fritzen and W. T. McDonnell and Agents Heath and Maxeiner have been appointed on the Division Claim Prevention Committee.

C. H. Van Alstine has taken the position as agent at Highwood. "Van," whose seniority date is August 1, 1920, has worked at most of the stations on the old Northern Montana Division, so he is no stranger with us.

William Merrill, who has been a fireman on the main line for some time, has been visiting with friends in Lewistown.

"Red" James made a trip to Great Falls to go over some work with Roundhouse Foreman Morgan at that point.

Otto Blatter, local chairman of the maintenance of way men, made a trip to Butte in connection with business pertaining to their organization.

Mr. and Mrs. William Cullen, who have been very active on the local relief committee, left for Chicago, where they will visit with friends for a month.

The wives of Traveling Auditor Luedke and Agent Maxeiner were wondering recently if their husbands had "stepped out" when they did not appear at home until a long time after midnight. It developed that they were at the local bowling alley watching Auditor of Station Accounts Dale, of Chicago, "trim" all of the local bowlers.

THE CROWNING EVENT

Alf (following very exciting game): "Did you see that fellow get hit on the head with that fly?"

Ralf: "Sure, that was the crowning event of the day."

Mother: "Willie, I heard that instead of going to Sunday school this morning you played baseball?"

Willie: "That isn't true—and I've got a string of fish to prove it."

"Doctor, why do you always ask your patients what they had for lunch? Is it to enable you to fix their diet?"

"No. Their bill."



The New York Trust Company

Capital, Surplus and Undivided Profits \$48,000,000

TRUSTEES

MALCOLM P. ALDRICH	New York
FREDERIC W. ALLEN	Lee, Higginson & Company
ARTHUR M. ANDERSON	J. P. Morgan & Company
MORTIMER N. BUCKNER	Chairman of the Board
JAMES C. COLGATE	James B. Colgate & Company
ALFRED A. COOK	Cook, Nathan & Lehman
WILLIAM F. CUTLER	American Brake Shoe & Fdy. Co.
FRANCIS B. DAVIS, JR.	United States Rubber Company
HARRY P. DAVISON	J. P. Morgan & Company
ROBERT W. DE FOREST	De Forest Brothers
GEORGE DOUBLEDAY	Ingersoll-Rand Company
RUSSELL H. DUNHAM	Hercules Powder Company
SAMUEL H. FISHER	New York
JOHN A. GARVER	Shearman & Sterling
ARTEMUS L. GATES	President
HARVEY D. GIBSON	Manufacturers Trust Company
CHARLES HAYDEN	Hayden, Stone & Company
F. N. HOFFSTOT	Pressed Steel Car Company
WALTER JENNINGS	New York
DARWIN P. KINGSLEY	New York Life Insurance Co.
EDWARD E. LOOMIS	Lehigh Valley Railroad Co.
ROBERT A. LOVETT	Brown Brothers Harriman & Co.
HOWARD W. MAXWELL	Atlas Portland Cement Company
GRAYSON M.-P. MURPHY	G. M.-P. Murphy & Company
HARRY T. PETERS	New York
DEAN SAGE	Zabriskie, Sage, Gray & Todd
LOUIS STEWART, SR.	New York
VANDERBILT WEBB	Murray, Aldrich & Webb

100 BROADWAY

40th Street and Madison Avenue

57th Street and Fifth Avenue