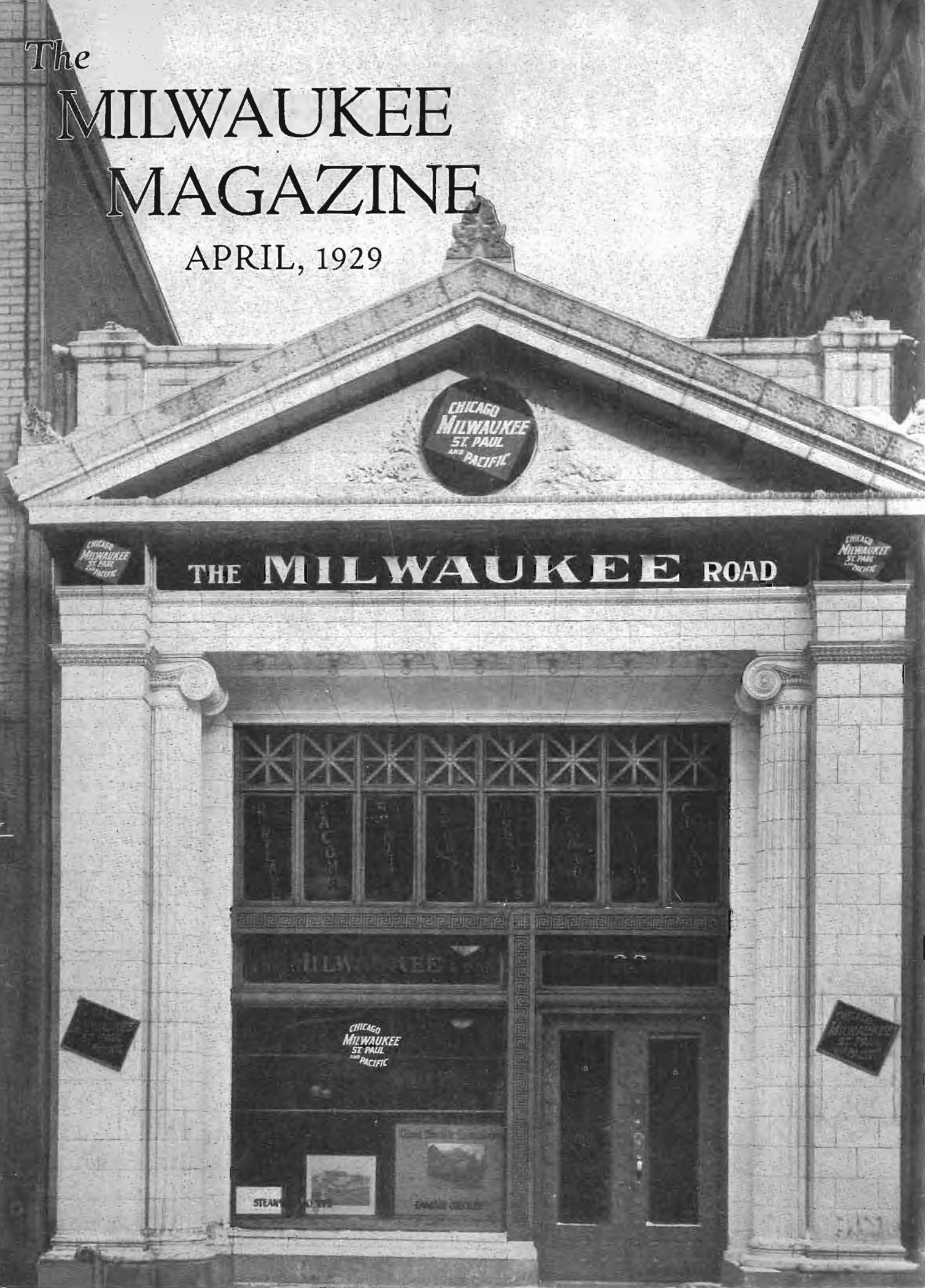


The
**MILWAUKEE
MAGAZINE**

APRIL, 1929



ELECTRICITY IMPROVES SERVICE AND INCREASES REVENUE



THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC *electrified to improve main-line service*

The Chicago, Milwaukee, St. Paul and Pacific has electrified 660 miles of its main line—the longest electrification in the world.

The change to electric operation, begun in 1915, has been extended to include six steam-locomotive divisions, crossing the Rocky Mountains, the Belts, the Bitter Roots, and the Cascade Range. As a result, 59 electric locomotives are doing work that formerly required 167 steam locomotives; passenger and freight schedules have been greatly improved; and operating difficulties have been largely overcome.

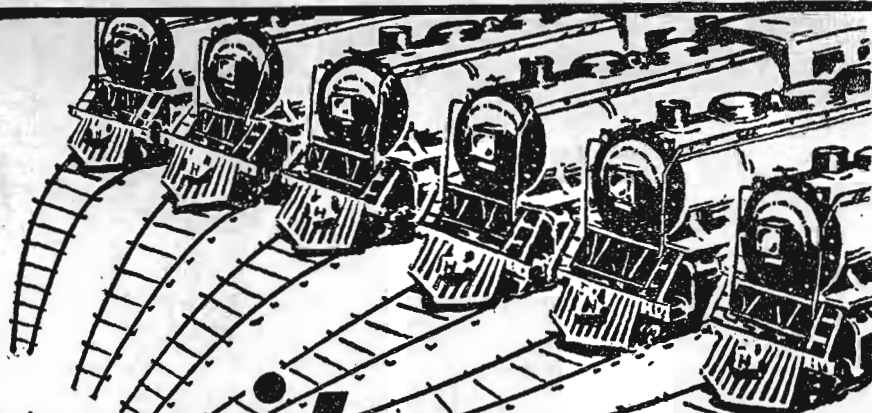
During the first nine years of electrification, there was a very substantial saving, as compared with steam operation, after deducting interest and depreciation on the original investment.

On the long, level stretches of main line as well as in mountainous divisions, electric operation produces more revenue, simplifies operation, reduces maintenance, and gives better service.

Manifold advantages of electric operation have been realized from the use of electric locomotives and cars on main and branch lines, at terminals, and in suburban traffic; gas-electric cars for light-traffic lines; oil-electric locomotives for freight yards; and gas-electric buses for feeder service. Electric floodlights expedite freight sorting, and electric signal systems promote safe transportation.

AMERICAN LOCOMOTIVE GENERAL ELECTRIC

CHICAGO
MILWAUKEE
ST. PAUL
AND
PACIFIC



favorites

over the favored route
between

Chicago - Milwaukee
St. Paul - Minneapolis



*Courteous
Attentive
Service
Always*



Traveling the shortest route between Chicago and the Twin Cities via Milwaukee—the only double-tracked route—the water level route.

Headed by the famous new *Pioneer Limited*. Silent roller bearings, individual bedrooms, coil spring mattresses, larger washrooms, ladies' lounge, valet, club car, observation car, delightful meals including dinner by Rector leaving Chicago.

The Day Express—An enjoyable daylight trip, past sky-blue lakes and the Dells of Wisconsin; along the picturesque Upper Mississippi for more than 100 miles.

The Columbian—Morning departures; evening arrivals. Parlor cars, coaches, dinners by Rector.

The Twin Cities Special—A fast popular train for business men and traveling salesmen.

The Fast Mail—Speed with comfort; popular overnight train; observation, sleeping and dining cars—dinner by Rector leaving Twin Cities.

The new Olympian—A distinguished train with every comfort, convenience, and luxury. Plenty of time for theatre before leaving Chicago.

Other Fast, Comfortable Trains at Convenient Hours

Ask any Milwaukee Road agent for complete information and schedules.

Geo. B. Haynes, Passenger Traffic Manager
Chicago, Ill.

W. B. Dixon, General Passenger Agent

The MILWAUKEE ROAD

ELECTRIFIED OVER THE ROCKIES TO THE SEA

Why Wait? Get it Now!

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

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

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

Continental Casualty Company

(The Railroad Man's Company)

Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Ave., Chicago, Ill.

I am employed by the MILWAUKEE SYSTEM,

Division.

Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is _____

Name _____

ADDRESS _____

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MOVING to 208 S. La Salle St. SOON

Central Trust Company of Illinois and The Bank of America, Chicago, have united as one bank under the name of Central Trust Company of Illinois.

Central Trust Company of Illinois will move to new and larger banking quarters at 208 South La Salle Street in April. We will have for our customers banking quarters as comfortable, as convenient, and as completely equipped as any in Chicago.

CENTRAL TRUST
COMPANY OF ILLINOIS
CHICAGO

CHASE & SANBORN'S SEAL BRAND COFFEE

—the most widely
used and enjoyed
in the United
States

The standard
for over
fifty years



Seal Brand Tea
is of the same high quality



The City of Butte, Montana

ATOP of "The Richest Hill in the World," this city of Butte, Montana, is unique and interesting. It not only partakes of the qualities and characteristics of the modern, progressive metropolis of an important state of the Union, but it has qualities and characteristics all its own that distinguish it from other metropolitan centers and make its picture a study of remarkable interest.

"The Richest Hill in the World" is the mineral-veined mountain that spurs out from the western side of the Continental Divide; and from a nearby round-top foot-hill which in that country is called a butte, the city takes its name. Butte, Montana, is the state's principal city and its development to that distinguished position came from a humble beginning as a small mining camp, where some eager prospectors had foregathered in 1864 to "gopher" the surrounding hills for gold. Some gold was found, but richer findings elsewhere in the state attracted the roving population and in ten years there was little left there but the ruins of the mining camp. Its story from then to now is the story of copper and the evolution of the greatest mining camp in the world into the big and busy metropolis that you see today.

If you happen to be a passenger on a Milwaukee train into or out of Butte after nightfall, you have as you reach the west slope of the Continental Divide, an incomparable view of the city, and one whose bewitching beauty will remain with you always. From several points on the slope, the sparkling lights of the city are seen across the valley, as its streets rise on the hills and circle around in bowl shape, stretching from the foot of the slopes to the top. Nothing but the lights are discernible, and these in countless number glow and sparkle like the gems of a monster diadem. It is as if you were seeing a begemmed and glorified picture hanging in the sky.

It has been said that Butte is a city of two levels, and the statement is not so cryptic when it is known that underground in the depths of the mountain range stretches a network of streets, alleys, avenues and lanes spreading under the ground level of the city and even farther, all of them the arteries of the great mineral industry which gives life and activity to the city above ground; all of them aggregating nine hundred miles of tunnels that produce thirty per cent of all the copper mined in the United States and eighteen per cent of all that is mined in the world. That is something to think about—eighteen per cent of all the copper mined in the world comes out of the more than one hundred shafts that are sunk on the Butte Hills, Montana.

Realizing that Copper is King on Butte Hill and reigns supreme in the metal in-

dustry of the state, it is interesting to hark back to the days of the gold rush to Montana in the sixties, before ever there was even a territory here. In 1851 a wandering half-breed named Benetsee, found gold in the bed of a creek that raced down the hills west of The Divide; and six years later, James and Granville Stewart, prospecting this Gold Creek country, confirming this early discovery, found "color" enough to start the famous

Promise

Snow on the hills and under
the snow
And under the dead brush,
green again.

And Easter comes, and April
comes
And the seed in the husk is
a flower again.

So Spring smiles and the
sky smiles
And a heart smiles spite of
its pain.

For, oh, we know, that after
the snow,
Violets will bloom again.

—N. B. D.

gold rush of the sixties, when gold was produced in the Gold Creek vicinity in commercial quantities. Then came the phenomenal discoveries east of the Continental Divide, in the Beaverhead country. That is another story that does not concern the development of Butte Hill, but its interesting revelations by Hoffman Birney in The Saturday Evening Post, bring back the early days of the western mining camps of Montana.

After the prospect of gold in quantities in the immediate vicinity of the Butte Hills had diminished considerably, another furor started when the "diggings" began to disclose silver and a rich vein of this metal was found just west of Butte, in 1865. Silver development began in 1865 in The Original mine and a small grinding mill was set up in Butte, then a primitive smelter, but really successful silver treatment dates from 1875, when the Dexter stamp mill was built and operated under the direction of Wm. A. Clark of international fame.

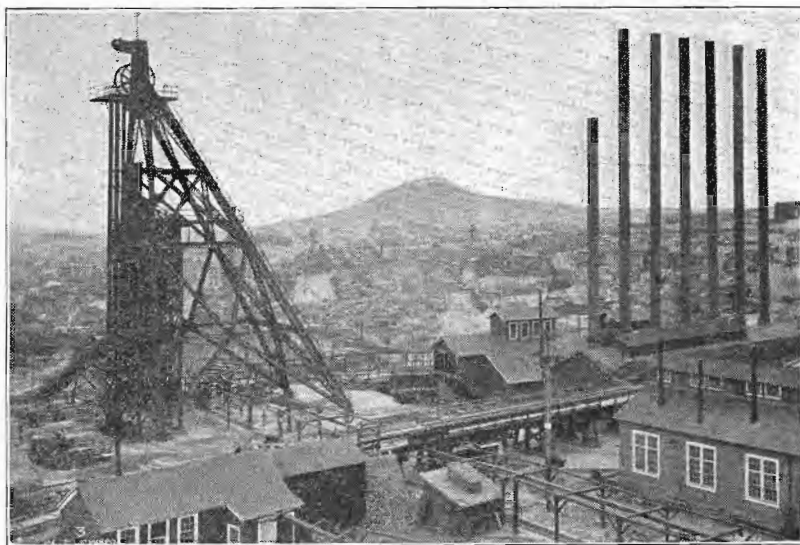
Now comes the dramatic chapter of copper in Montana history, when Marcus Daly arrived on the scene, coming over the hills from the west, as representative of some California interests that were exploiting silver. Marcus Daly came in 1876, looked about, prospected some, mined a little, bought some of the properties and spent four years investigating. In 1880 he persuaded his California backers to deepen the Anaconda mine from its sixty-foot level to something more than one hundred feet, when to the consternation of everyone but the astute Daly, he struck copper instead of more silver. Marcus Daly contended from the first that the hill was a rich find and urged the purchase of surrounding properties.

What to do with the ore even if it was found was the great problem in the minds of the skeptics, for the only possible smelter for the grade of ore which had been discovered was in Swansea, Wales. "Ship to Wales? Impossible," said they. "Not at all," said Daly, "Not only shall we ship to Wales profitably, but we shall build us a smelter right here." "Impossible," said they again, but Daly, cheerful and optimistic, bought up all the hills he could lay hands on and started operations on a grand scale. That was the beginning of Butte, Montana, of its outstanding prominence as the "greatest mining camp in the world," and of its steady and substantial progress toward being the principal city in the great "Treasure State."

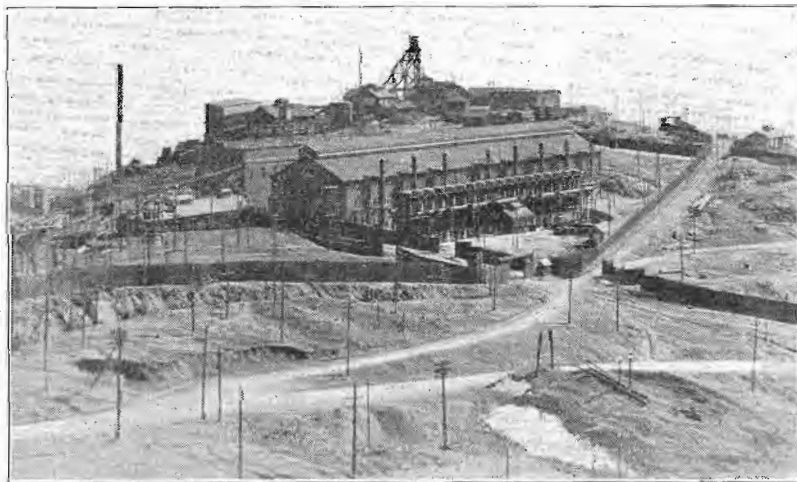
Mining has of course continued to be the primary industry and is the foundation of the wealth of the city. Its production figures tell their own story. Silver production held up until in 1887, when two hundred stamps were pounding out the metal from these hills and the mills handled something like four hundred and forty tons a day.

The collapse in the price of silver in 1893 put this industry in the shadow in Butte, and now silver and gold production in this immediate vicinity is a by-product of copper and zinc recovery.

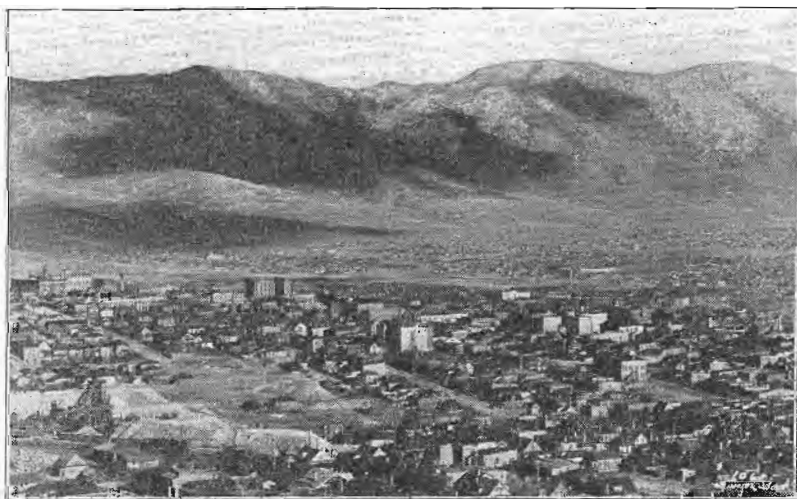
Copper production however, was so well advanced by 1893 that the slump in silver did not put the hills out of business. Daly's vision was being brought into manifestation, and with copper mining, began what may be termed Montana's greatest period in the mineral industry—to quote a writer on the mineral era of the state: "Today, three monuments vindicate Daly's vision and faith. One stands opposite the Federal Building in Butte. It is a bronze replica of his face and figure. Another is the huge Anaconda Reduction Works, the largest non-ferrous smelter in the world, which incidentally boasts the largest smoke stack, nearly 600 feet high. The third is the



The Anaconda Mine of the A. C. M. Company.



The Mountain View Mine, A. C. M. Company.



City of Butte. Rocky Mountains in Background.

Anaconda Copper Mining Company, the largest copper mining, refining and fabricating organization in the world with 40,000 stockholders and properties in a dozen states and several foreign countries." Quite some "largest in the world" reputation for our Butte city to live up

to. That it substantially justifies all of the claims along this line which are made for it, is evidenced by the annual production figures of its mines and its reduction works. It has been said that more than ninety per cent of the total Montana mineral production normally comes from

the Butte District where there are more than one hundred underground workings totaling 2,700 miles of tunneling. The total value of the mineral production since the discovery of Butte Hill is something like two to two and a half billion dollars; and the products with copper leading, include beside zinc, silver and manganese, with some gold, lead and arsenic as by-products. The annual copper output ranges from 260,000,000 to more than 300,000,000 pounds a year; silver approximately 12,000,000 ounces and zinc 175,000,000 annually. Manganese is forging into much prominence, the large deposits in this vicinity having been pronounced by the U. S. Geological Survey as among the most valuable reserves of this metal in the country.

Manganese is a metallic chemical element of great value in hardening processes in the manufacture of iron and steel. It is of especial importance in the manufacture of car wheels. As a mineral, however, it is never used by itself in the liberal arts.

In the production of ore from the hundred and more mines of the Butte district, fifteen thousand miners are engaged daily, mining and hoisting twenty thousand tons of copper and zinc ores, the principal elements that named this "the greatest mining camp in the world."

Let us now see what this mining industry has done toward creating the city Butte, and putting it in a forward place as the "world's greatest mining city"; the largest distributing point in the state—and in other ways than mining, an important industrial center.

Butte has a population of 60,000. It is the seat of Silver Bow County, and Silver Bow is third smallest in area in Montana, but it holds the Butte Hill and its neighboring mountains which bring it into an importance that carries far beyond the confines of the state.

As the metropolis of Montana, Butte naturally is a distributing point for manufactured and agricultural products. It is the largest business center between the Twin Cities and Spokane, east and west; and Salt Lake City and the Canadian border, north and south. Outside of its mining industries it is also a manufacturing center of importance, the list covering smelters, concentrators, foundries, machine shops, monumental works, meat packing, bottling works, creameries, brick yards, planing and saw mills, bakeries, sporting goods, overalls, mattresses, saddle and harness works, and other products.

The city is very handsomely and substantially constructed, the public buildings, mercantile houses, banks, etc., are of good type, many of them the skyscraping variety. The homes, even the most modest, are attractive, while some of the handsomest residences in the Northwest belong to this city.

In all the facilities for the advancement of happiness and prosperity, Butte is well equipped. There are thirty graded schools with an enrollment of over six thousand: two high schools with over fifteen hundred enrolled. The State School of Mines occupies a slightly eminence on one of the hills of Butte, and this is one of the important educational movements of the vicinity. There are approximately two hundred students and twelve professors at this institution, and a visit there is interesting and instructive. Forty-two churches take care of the religious life of the people, and there are hotels, clubs,

hospitals and theaters for the material comforts and enjoyments. Columbia Gardens, two miles east of the city, in the mountains, is one of the most beautiful recreational resorts in the Northwest. It is conveniently reached by highway and street car service, and provides incomparable out-door life and entertainment for the people of Butte. The motor highways out of the city lead into the beautiful mountain country on all sides where there is hunting and fishing and great scenic beauty. The great chain of the Rocky Mountains reaches up to splendid altitudes in this locality, the lofty peaks and ranges sweep away in grand parade on every side and every altitude provides views that may be classed among "the grandest in the world." The elevation of the city is 5,755 feet above sea level and its summer climate gives cool nights and warm, sunny days.

If you go up on the hills where the real business of the district is conducted, and are invited to take a dive into the depths of the earth, do not miss the opportunity. It is an experience well worth the effort. You will be dressed up in costumes to fit the occasion, and with a tarpaulin hat to keep off the overhead drip, you will have nothing to think about but the novelty of the experience. Down, at first, to a comparatively moderate level, you follow your guide through the tunnels and passageways where the pounding of the air drills and the rumbling of the trams, the braying of the mules and the shouting of the drivers make the music of the depths. As you descend the air grows warmer and you begin to wonder how soon the fires of the inferno that smoulder always at the earth's center are to break forth. The Stewart, which is the deepest operating mine in Butte, measures 3,653 feet from "collar to sump," which means from top to bottom of the shaft. At the low levels of these mines, if it were not for very modern methods of ventilation, the excessive underground temperature would be prohibitive; but with such installation successful operation is possible. Beside the Stewart there are eight other mines

with workings below three thousand feet, sixteen below two thousand feet, and many others of varying depths of from one to two thousand feet.

In the midst of this busy production center The Milwaukee maintains an organization to handle a large freight and passenger business. Butte is in the Electrification District of the railroad, and in Butte Yard there are two switch crews of five men each to handle the switching; a section crew, a rip-track foreman and five men on the rip track; three operators and three car inspectors. Three double unit motors are maintained for helper service, to help heavy tonnage trains eastbound over Pipestone Pass, where the altitude is 6,335 feet.

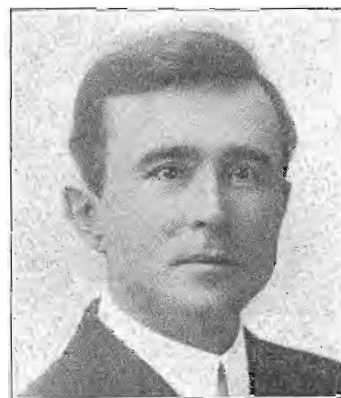
At Butte Passenger Station, we have a station master, two ticket clerks, two baggagemen, porters and red caps. The Continental Telegraph service is housed in the passenger station, with six operators and one clerk.

General Superintendent D. E. Rossiter's headquarters are in the passenger station. At the freight station Mr. E. A. Tamm, agent and yardmaster, with a chief clerk, cashier, seven clerks and messenger. In the warehouse a foreman, three clerks and truckers.



Interior of Butte City office.

Uptown is Division Freight and Passenger Agent M. G. Murray and his force, housed in the elegant building il-



E. A. Tamm, Local Agent and Yardmaster.

lustrated on the front cover of this issue of The Magazine. Messrs. H. L. Porter and J. R. Reagan are traveling freight and passenger agents and Mr. J. J. Hogan is city passenger agent.

The Milwaukee locations in Butte are advantageous and we enjoy the patronage and favor of the city and its environs to an unusual extent, the revenue on this business during 1928 having been 42 per cent greater than for 1924. During 1928 we handled into and out of Butte a total of 12,669 carload shipments, practically all of which was long haul business. In addition to which we participate very favorably in the copper tonnage from the Anaconda Smelter.

Two of Butte's important industries are located on and served exclusively by the Milwaukee Road. They are the Hansen Packing Company and the Montana Horse Products Company, operated in connection with the packing company. This is the largest concern of its kind west of the Twin Cities. The Horse Products plant kills several thousand head of wild range horses each year, and this growing industry is of material benefit to the ranchers and stockmen of the state in ridding the ranges of the wild horses that multiply to such numbers as to seriously menace the ranges needed for the sustenance of sheep and cattle. We enjoy an exceptionally heavy carload tonnage of the various commodities from the Montana Horse Products Company, their pickled horse meat being exported to Holland through New York; and their shipments of hides, dried blood, grease, meat meal, fertilizer and canned horse meat for animal food, being distributed throughout the United States.

The Domestic Manganese and Development Company also served exclusively by the Milwaukee, has the distinction of being the only manganese nodulizing plant in the United States. This plant treats the manganese ore secured from the various Butte mines, and forwards the finished product to the eastern steel mills. The plant has a capacity of 330 tons of finished product per day, and there being a practically unlimited supply of manganese ore in the Butte territory, this institution should have a continuous and successful operation for many years to come.

When the Milwaukee company determined to build its own line to the Pacific Coast country, Butte with its opportunities for paying tonnage from that territory, was one of the first objectives; and the construction of the new road



The Butte Traffic Department Force. Left to Right, Standing: P. E. Pearson, C. T. A.; J. R. Ludwick, C. F. A.; J. R. Reagan, T. F. and P. A.; Mabel Price, Stenographer; T. H. Noonan, Chief Clerk. Seated: H. L. Porter, T. F. and P. A.; and M. G. Murray, D. F. and P. A.



Two Residential Streets, Butte.

over the Continental Divide at Pipestone Pass constitutes one of the most interesting chapters of Milwaukee history.

Location of the line was in charge of Mr. W. H. Penfield, now chief engineer of maintenance of way. Mr. Penfield was then engineer of construction. He moved into Butte with his engineering staff in January, 1906, and set out over the hills to locate the line. The work was rapidly pushed so that by early summer the entire line from Butte east to Lombard was located, a distance of 93 miles over the highest pass on the railroad and requiring some of the heaviest work on the new line. The slopes of the range are steep and much distance had to be developed in order to negotiate the ascent and descent on the permitted gradient, which was 2 per cent on the east slope and 1.7 on the west, with eight degree maximum curvature. The line as located required four tunnels, one on the east side, the summit and two on the west slope. Portions of the line on the east side were laid on the precipitous walls of Fish Creek Canyon, where it was "benched in" for two miles along the face of the cliff, three hundred feet above the canyon floor.

Lower down on the east side a sharp "mule shoe" curve was necessary to develop the proper distance, and the location on the mountain ended in a long, splendid five-mile tangent reaching the valley floor. On the west side, the location was on the mountain side, swinging from hill to hill, but with much less difficult work than on the eastern side. But with all the difficulties of location overcome, the contract for construction was let in August, 1906, and actual railroad building begun as soon as the contractors could move in.

The building of the line over the Continental Divide was a drama of adventure, some vicissitudes consequent upon the opposition offered by nature to the entrance of civilization upon her ancient solitary reign and always the human element; but speed was the watchword and Mr. Penfield put his railroad through in record time.

At Pipestone Pass Tunnel, much difficulty and some delay was experienced on account of the nature of the rock that was encountered as the tunnel was being driven. Many soft spots were met with and it was found necessary to have the entire length of the tunnel lined with concrete before it was considered safe to operate trains through. On account of this delay, and in order to reach Butte at the earliest possible date a "shoo-fly" was constructed over the top of the pass to handle the trains for several months until the big tunnel was pronounced complete and safe for operation; its opening finally giving the "Extension" a continuous "steel trail from the Missouri River at Mobridge to The Largest Mining City in the World," with its steady stream of traffic from the great underground levels to the outside world.

In the fall of 1908, Mr. H. B. Earling, then general superintendent of the P. S. Line and Mr. R. M. Calkins, traffic manager, moved over from Miles City where they had been temporarily located for operation and traffic, established offices in Butte, and the business of The Milwaukee Road out of that city was formally inaugurated.

And so the vision of one small group of men has come into a reality that it is doubtful if even their optimism foresaw. The splendid city that has grown upon the site of the little mining camp



Butte Passenger Station, Milwaukee Road.

which they found on Butte Hill might well have never been, had it not been for them and their will power and indomitable courage. Truly, "where there is no vision, the people perish."

Sticks to Job After 55 Years as Operator

F. A. M. FROST believes idleness is unhealthy. He continues to operate a telegraph key after 55 years at the "bug" and says he intends "to die in harness," despite the urgings of his family that he retire.

Mrs. Frost lives in Algona, but Frost lives in the Chicago, Milwaukee, St. Paul and Pacific Railway station in Wirock, Minn. There he keeps house for himself, does his own cooking and attends a large garden. He recently celebrated his 82nd birthday.

Frost was a guard at the men's reformatory in Anamosa, Ia., when he learned his dots and dashes. His first operating position was in Anamosa in 1874.

Frost estimates that he has delivered over 10,000 train orders, sometimes under adverse conditions, without once failing to get his message through. During a severe blizzard in 1886, while he was at Mt. Auburn, Ia., he worked continuously for 72 hours to aid snow-plow crews open the road.

The veteran sends with his right hand, but when he receives a message he holds the "key" with that hand and writes with his left. Often, he says, he has received two messages at one time, writing one down while retaining the other in his mind.

SAME OLD WAY

A young salesman was seen to turn away from a prospective buyer of an electric washing machine, a disgusted look in his face. The "boss" immediately wanted to know why.

"She doesn't want an electric washing machine," the young man replied. "I explained in detail just how to operate it, turned on the current, and showed her how it works, and finally she pointed to the hole in the bottom and asked:

"What is that for?"

"To let the water out," I said.

"Oh, then it doesn't wash by electricity, does it? You have to use water!"

MILWAUKEE EMPLOYES PENSION ASSOCIATION

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

Name	Occupation	Division or Department
Sebastian Sebald	Laborer	Illinois Division
John W. Heller	Blacksmith Helper	La Crosse Division
Marion F. Davison	Bridge Tender	River Division
Nels Nelson	Crossingman	Police Department
Wm. Bollerman	Carman	Iowa Division
Fred Waldburger	Section Foreman	River Division
Charles G. McDonald	Laborer	I. & D. Division
Joseph Meurer	Yard Cleaner	I. & D. Division
Christ O. Esse	Crossing Flagman	Southern Minnesota Division
Valentine Kothrade	Painter	Milwaukee Shops
James Sweeney	Laborer	Dubuque Shops
Andrew Sather	Carman Helper	Minneapolis Shops
Lawton Burrows	Machinist	Miles City Shops
John Schunder	Machinist	Illinois Division
L. E. Chrisman	Section Foreman	Des Moines Division
Wm. C. Heidel	Switchman	Milwaukee Terminal
Matt Zinsitz	Crossing Flagman	La Crosse Division
A. J. Reich	Carpenter	Milwaukee Shops
Adolph Jensen	Gang Foreman	Minneapolis Shops
Chas. C. Lehman	Blacksmith	Western Avenue Shops
Frank Boal	Machinist	Tacoma Shops
Wm. Aggas	Engineer	H. & D. Division
McClellan E. Wooder	Section Laborer	Iowa Division
Nicholas Leonard	Crossing Flagman	Illinois Division
Abner H. Race	Engineer	Northern Division
Oley G. Lunn	Boiler Washer	R. & S. W. Division
Wm. Gramenz	Laborer	Tomah Shops
John Crist	Car Repairer	Illinois Division
Mike McNamara	Section Laborer	Dubuque Division
John Delancy	Section Foreman	Madison Division
John C. Dahl	Blacksmith Helper	Minneapolis Shops

C. W. MITCHELL,
Secretary-Treasurer.

Joint Facilities

M.J. O'Brien, Assistant Auditor of Joint Facility Accounts

ANY consideration of present-day practices and procedure in billing in connection with railroad operation under joint facility arrangements that confines itself to the mere recital of the routine followed in the preparation of and accounting for joint facility bills and does not suggest at least some reflection on the development of the present complex plan of billing must inevitably fail us in arriving at a better understanding of the interrelation that of necessity exists between the division organizations and the general office organization and the operating and accounting departments in policing the joint facility interests of our company to see that they are amply protected.

There was a time not so many years ago when the railroads paid but scant attention to joint facility billing; their interest was generally limited in the case of bills of other companies to a very cursory examination, followed by more or less perfunctory approvals by the division superintendent and his subordinate officers and the preparation of the vouchers for the amount of the bills which passed through the accounting department without further investigation. The interest evinced by the railroads with respect to their own bills was not any more extensive in scope, as a general rule the billing of actual payroll labor expended and the material used in the maintenance and operation of the joint facilities satisfying their requirements insofar as joint facility matters were concerned. This was in no way the fault of the operating man or the accountant of those days, because then the task was more a form of monthly routine to be disposed of with the minimum expenditure of energy than one of importance to the revenues of the railroad itself. That is, the fundamental principle of the joint facility arrangement was that there were economies for two or more companies to use jointly a facility and share the expenses of maintenance and operation as against each railroad incurring the expense of installation, maintenance and operation of separate identical facilities. This ought to explain, it would seem, failure on the part of the framers of some of our old joint facility agreements to embody in the agreement itself definite stipulations about specific expenses which are today a source of continual controversy among railroads exchanging joint facility bills. Where arrangements for joint use of railroad facilities were being entered into, resulting in major economies by avoidance of duplication of facilities, we can readily appreciate that the executives of the railroads making the agreements could not concern themselves with any minor economies with respect to practices of billing that might arise during the life of the various agreements.

As time went on, however, specializing in accounting for the expenses of maintaining and operating joint facilities developed just as rapidly as did specializing in all other departments of railroad work,

and the division operating man and the accountant began to view in a broader spirit their joint facility agreements, ceasing to consider that the word "cost" in the agreements meant just the actual labor expended and material used on the facility. It was conceded that the billing railroad incurred expenses of supervising the labor expended, of furnishing tools and appliances with which to carry out the work of transporting and accounting for the material used, and so the General Managers' Association of Chicago, New York and St. Louis, promulgated rules to be followed in billing for joint facility expenses among railroads where the joint agreements did not specifically state the methods to be followed in billing the expenses. These rules were limited to expenses of reconstruction, maintenance and operation and are today the basis on which all member railroads of the General Managers' Association prepare their bills. These rules have been supplemented from time to time by special decisions of the association on specific questions until at this time there are 55 of these decisions amplifying the original rules, 16 of which have been given since the last publication of the rules of the association.

The relation of the division organization to the joint facility organization is of prime importance and if the latter is to function efficiently and for the best interests of our railroad, it can only be by co-ordination of effort on the part of the two organizations. The joint facility organization may outline the proper procedure to be followed in accumulating charges for billing other companies, and it may catch mathematical errors or incorrect charges in many forms, but it must depend entirely upon the division superintendent and the division accountant to see that the various field foremen understand properly and are reporting accurately all work performed each month on facilities used jointly with other railroads so that these other railroads are billed for their just proportion of the expenses. Some of the causes for not billing these expenses that may be mentioned, are lack of knowledge on the part of section and extra gang foremen as to the tracks and switches that they are required to make joint account reports for; failure of extra gang, bridge and building, water supply and signal foremen to report the units of equipment—bunk and tool cars for example—that are assigned to their crews and used in connection with the various joint facility projects, as well as the points from which these units of equipment were hauled to the joint facility work. There is also a possibility at times of failure to bill work train service in connection with unloading coal and other supplies at joint stations, flag shanties and interlocking plants especially, where the service is performed by local freight crews and the train itself does not run into road overtime. Proper education of the train and enginemen timekeepers by division accountants should serve as a very good check on this class of expense.

Among the items of joint facility expenses which should be subject to con-

siderable more scrutiny, are those found in the casualty accounts, injuries to persons in the maintenance of way and transportation departments being still of importance in spite of the intensive safety campaigns conducted by the various railroads. These expenses should not be confined merely to the amounts of settlements made with the employees but should also include the charges for medical attention, hospital service, etc., and where the company incurs any direct expenses in connection with the physical and visual examinations of employees going into permanent joint service, these expenses should be included in the joint facility bills against tenant companies. The expenses of defending suits brought by railroad employees in joint service should also be included in bills as our company is defending the interests of its tenants as well as its own in contesting exorbitant claims of joint employees resulting from injuries while engaged in joint facility work. The surest way to bring about satisfactory results insofar as these expenses are concerned is to follow up each individual personal injury case resulting from joint operation with the Chief Surgeon and General Claim Adjuster to see what expenses were actually incurred by our company, relating to the case.

In no way of less vital importance than our joint facility bills against other companies are those rendered by other companies against us for joint use of their facilities. Our present accounting instructions require that these bills be checked by and certified to by subordinate officers of the division, track maintenance expenses by the roadmaster, bridge and building maintenance by the chief carpenter, station expenses by the trainmaster and wheelage by the chief dispatcher. The division accountant can do much toward seeing that these certifications are something more than perfunctory and that the subordinate division officers are at least satisfying themselves the charges in the bills of other companies are proper. This is especially necessary during the heavy maintenance season when the expenses billed against us are abnormal and the joint facility department's data showing the expenses of the facility for the months immediately preceding or for the corresponding months of the previous year, do not serve as any sort of a gauge for determining the approximate accuracy of the charges. Relating to this subject of the division operating officers approving and certifying bills of other companies against us, enough cannot be said to impress these men with the necessity of watching closely the operations of other companies where we are participating in the expenses as changes in the different phases of operation very often bring about economies that we should participate in but that we will possibly never know about unless they keep themselves informed about such matters.

Efficiency in the operation of railroads lies largely, if not altogether, in the close co-operation between the man in the field and the man in the office, and while the joint facility organization of a railroad can determine from their recorded statistics the comparative costs of maintenance and operation and detect abnormal fluctuations of expenses, unless the division officers—assistant superintend-

ents, trainmasters, roadmasters, etc.—broaden the field of their supervision to include superintendence of joint facility operations where we are the maintaining and operating company and also pay some attention at least to the operations of any joint facility on their division where we are the tenant company, we can have no definite assurance that we are including in our bills against other companies all expenses that should be properly included nor can we be confident that the bills of other companies against us include only such expenses as properly belong there. While on this subject, however, it might be well to emphasize the necessity for being scrupulously careful to see that none of our tenants are billed for expenses that do not properly belong to the joint facility or facilities in which they are interested. Our company has earned among the railroads with whom we exchange joint facility bills, an enviable reputation for fair dealing and this in a day when there is a tendency on the part of many railroads to let their policies be governed and their actions dictated entirely by expediency and self interest. We should do nothing that for the sake of some temporary gain or the billing of some questionable expense would sacrifice this reputation

Any resume of joint facility practices would not be complete that did not review the procedure followed in billing for additions and betterments, whether in the case of facilities owned jointly with other companies or facilities owned entirely by one company and used by another company or other companies as a tenant or tenants. In practically every case where bills for interest rental are made under the terms of old agreements or where other companies are billed for their ownership proportion of additions and betterments, the basis of billing is more or less a matter of agreement between the individual railroads because the rules of the General Managers' Association that govern in the preparation of joint facility bills for expenses of maintenance and operation are not applicable to bills for additions and betterments, although for some years past because of no standard rule among the railroads, these rules of the General Managers' Association are applied extensively in billing for additions and betterments. This situation, however, does not prevail in any of our modern joint facility agreements because in every instance where new agreements relating to joint facilities are entered into with the C. M. St. P. & P. as one of the parties, or where any old agreements that have reached their date of expiration are being renewed, we insist upon a definite statement of the term "Cost" not only with respect to additions and betterments, but also insofar as expenses of maintenance and operation are concerned. Briefly, for additions and betterments the requirements are that the amounts charged to the "Joint Addition and Betterment Collectible Account" or added to the principal sum on which the tenant company pays interest, shall be the amounts reflected on the ledgers of the constructing company plus an addition of seven per cent to the total figures—except work performed by contractors—to cover expenses in connection with the projects that under the rules of the Interstate Commerce Commission cannot be charged to the Investment Account, these items being charges to the Super-

intendence and General Accounts. For maintenance and operation the requisites are that the expenses charged shall be those made to the carrier's own accounts in accordance with the Classification of Operating Expenses and Revenues plus the percentages to labor and material stipulated by the General Managers' Association and a fair amount to cover transportation and rental of work and miscellaneous equipment.

Of great importance to the future of joint facility accounting is the proposal submitted several months ago to the General Managers' Association of Chicago by a committee of accounting officers of the Chicago railroads, that in billing for the use of joint facilities the railroads use flat rates for the various services, these rates being developed from the data already available from the detailed expenses of maintenance and operation. It has been conceded by almost everyone that the carriers are spending altogether too much money in the compilation and checking of joint facility bills, the amounts expended for these purposes during the past few years being in most cases out of all proportion to the results obtained. This plan of "flat rates" calls for the use of the figures of a test period of one year for arriving at the fixed sum to be charged the tenant company for the services of operation and the use of the figures of a test period of five years for determining the fixed sum to be charged the tenant company for the services of maintenance. The benefits to be obtained from the adoption of such a simplified plan of billing are so apparent that any comment seems needless. Heretofore at joint stations, interlocking plants and all other facilities, the bill makers each month have been required to go through the tortuous routine of assembling all the basic reports made up by the field foreman or supervisors, of referring to the monthly payrolls for details of the compensation of employes working at these stations or interlocking plants, and after comptometer check of the rates of pay of the different classes of joint employes and of the prices of the various items of material, the bill was typewritten and in due time forwarded to the tenant carrier. A great deal of correspondence often resulted after check by the other carrier, questions being raised about the prices of or the amount of material used or the rates of pay of the labor expended on the joint facility, and many times

correspondence about a particular bill was still going on months after the bill itself was paid. Under the plan of flat rate billing the costs and statistics of performance as already accepted by the tenant carrier will be the basis of the fixed sum to be paid by the tenant company and the component parts of the fixed sum will be tied up to it in such a way that if there is any material change in operating conditions or any major fluctuations in rates of pay or prices of material or supplies, the fixed flat rate can be correspondingly modified. This plan of flat rate billing is now only in the formative stage and any suggestions or recommendations that may be made by the division accountants regarding joint facilities on their divisions where conditions may be such that special consideration should be given to them, will not only be welcomed but are earnestly solicited.

Bills for wrecking services, expenses of detouring trains and services other than joint facility, are often a source of misunderstanding on the part of bill makers as to just what rules govern their preparation and while it can be said that the Standard Detour Agreement fully covers the preparation of bills for detour service, no standard rule can be cited as governing the preparation of bills for wrecking and other miscellaneous special services. For this reason the present is an opportune time for submission of any inquiries relative to special cases and with the knowledge that joint facility statistics of a railroad are just as important as those of tonnage performances, train delays, etc., the joint facility organization with the thought that service is the supreme commitment of life, offers its services towards the solution of any of your problems relating to this important phase of railroad work.

Safety First has been a very important topic on the River Division, and it seems from reports that all employes are co-operating to the Nth degree in this respect, for there have been no reportable accidents for some time. Expect that this good record will be kept up and see the River Division top the list.

Mrs. R. E. Thompson, wife of Cashier R. E. Thompson, at Wabasha, underwent a serious operation at St. Elizabeth's hospital at Wabasha. At present writing Mrs. Thompson is getting along very nicely.



The Rotary Plow Working on East Side of Cascades, Storm of February, 1929.

Development of Cross Tie Prices

C. E. Engstrom, Assistant Auditor of Expenditure

THE subject of cross ties is a rather prosaic one, for there is little romance in it. However, accountants are always concerned with prices. This paper, therefore, will be devoted to the development of tie prices.

Cross ties are purchased under specifications of the railroad company and are graded as culls, No. 1, 2, 3, 4 or 5, depending on their size, costs varying accordingly. The contracts with the tie producers specify the number of the various grades which will be accepted.

There are two main classifications under which cross ties are grouped. These are "Untreated Ties" and "Treated Ties." Untreated ties are further subdivided into cedar, fir, white oak, other untreated and cull. Treated ties are subdivided into "treated fir" and "all other treated," separation also being maintained for the ties passing through the various treating plants.

Insofar as the accounting records are concerned there is no grouping by grades of ties purchased. In other words, all grades of cedar are accounted for and priced as cedar, and similarly for all other kinds of ties.

All expenditures in connection with the purchase of ties are accounted for on the books of the Auditor of Expenditure. All charges for ties shipped to divisions and prices used in charging out ties when applied are developed in his office. It is his concern to maintain the records necessary for the development of those prices used in charging Stock of Material and those used in charging Operating Expense or other accounts for ties applied.

I will deal first with the development of prices for untreated ties. An account styled "Stock of Ties Clearing Account" is carried on the Auditor of Expenditure's ledger. This account is charged with all expenditures incurred in the acquisition of untreated ties, meaning particularly those ties which are untreated when applied to tracks. Expenditures include invoice cost of ties, field inspection, foreign line freight charges, if any, and proportion of the salaries and expenses of Tie Agent's office. In addition there are always invoices on hand at the close of the month's accounts covering ties received which have not been vouchered. These invoices are charged to "Stock of Ties Clearing Account" with offsetting credit to the account "Material Received Invoices Not Accounted For." The result is that charges are complete for all ties received from shippers. The account "Stock of Ties Clearing Account" is also credited with the cost of all ties shipped to divisions.

Supporting the account "Stock of Ties Clearing Account" is a subsidiary ledger to which are posted under the various kinds of ties the details of individual voucher, payroll and freight items and references as to car numbers, number of ties and points to which shipped. Credit postings also are made for the cost and number of ties shipped to divisions. It is needless to say that the balances in the subsidiary record must agree with the account "Stock of Ties Clearing Account" carried in Auditor of Expenditure's ledger.

The actual development of tie prices to be used in charging the division originates from the subsidiary record. The totals of the various items entering into the cost of ties acquired during the month are entered on a spread sheet containing columns for the different kinds of ties for which prices are developed. This spread also includes the number of ties and money in the book balances as of the first of the month.

Totals are then secured for the different kinds and costs. From these data unit prices are computed which become the unit charge out prices to the divisions for the following month.

From the totals so derived are deducted the totals of ties and amounts charged to the division during the month. Balances then remaining agree with the book balances carried in the subsidiary record and in total with the account "Stock of Ties Clearing Account."

So much for charge out prices to the divisions. Each month the divisions are furnished with a bulletin of tie prices for use in charging out ties applied to tracks. This bulletin is prepared by the Auditor of Expenditure.

On the spread sheet is maintained a summary, by kinds, of the number and costs of ties on hand on the divisions as of the first of the month. To the balances as of the first of the month are added the current month's charges to the divisions by the Auditor of Expenditure both as to number of ties and amounts, and from them are deducted disbursements by the divisions as obtained from reports furnished by them. Balances so determined then represent the number and costs of ties on hand on the divisions as of the close of the month. From the information so developed the unit prices are computed and these unit prices are the prices sent out under the bulletin for the next month's charge out prices.

As previously mentioned, "Treated Cross Ties" are grouped under the headings "Treated Fir" and "All Other Treated." Treated ties are obtained from several treating plants. On the Auditor of Expenditure's ledger accounts are kept with each treating plant under the accounts "Tie Purchase Clearing Account—Name of Treating Plant." Similarly to untreated cross ties these accounts are supported in a subsidiary ledger with the details of all charges applicable to the ties passing through each plant.

In addition to the raw tie costs, inspection, foreign line freight charges and proportion of salaries and expenses of the Tie Agent's office, there are treating costs, yarding, peeling and "S" iron charges. These, of course, are assembled under the respective plants and totals are developed as explained for untreated ties. These totals, classified as to kind of expenditures, are then entered on the spread sheet under the respective plant headings. Likewise, the number and costs of ties charged to the divisions during the current month are also entered and balances determined. These balances must agree with the subsidiary ledger and with the accounts on the Auditor of Expenditure's ledger.

At the close of the month there will be ties received at the plants which have not been treated but which are in the book balances of raw ties purchased. It is necessary, therefore, to make an estimate of the cost of treating for these particular ties. The contracts with the different plants specify the per unit treating price except for fir ties. It is merely a question of applying the unit prices to the ties on hand in plants untreated to arrive at the estimated amount of treating charges to be added to the book balances for the purpose of price computation. At present there is only one company from whom treated fir ties are purchased and prices are determined from the quantity of treatment applied. Estimates are based on the latest costs available.

With the number of ties on hand at plants, charges reported and estimates included for treating charges on ties on hand untreated, the unit prices for each plant are computed.

The charge out prices to the divisions as used are averages of all plants, that is for "Treated Fir" and "All Other Treated" separately. For this purpose a pool account styled "Treated Tie Price Clearing Account" is maintained for all "Other Treated Ties." To this account is charged the number and costs of all ties shipped to divisions, the amounts from each treating plant being obtained by using the number of ties at the unit price for each plant. This account then holds total number and costs of ties shipped to the divisions. The average price is then computed, which becomes the average unit price at which ties are charged to the respective divisions. It follows that the account "Treated Tie Price Clearing Account" must be closed out each month. A similar account is not maintained for treated fir for the reason that at present purchases are being made from one plant only and the unit prices as developed for that plant are the prices charged the divisions for treating fir ties.

Bulletin prices are derived in a manner similar to the method outlined for untreated ties. Balances of number of ties and costs are maintained for each plant for ties on hand on divisions and averages of all plants, that is, all plants for treated ties under the classification of "Treated Fir" and "All Other Treated," are computed for the purpose of the bulletin.

No doubt you have noticed that the unit charge out prices to the divisions differ from the unit prices shown on the bulletin, and perhaps have wondered why this should be so. It is a fact, however, that the prices of ties purchased vary. The variation may be due not only to changes in the prices of the different grades where ties are received under different contracts, but also to changes in the number of the different grades purchased. The book balances carried in the Auditor of Expenditure's accounts naturally reflect the latest purchases and unit prices, for his charge-outs are from the latest costs. The bulletin prices are developed from the balances held by the divisions, which may include ties acquired over a considerable period of time. It follows, therefore, that there are bound to be differences between the prices charged the divisions by the Auditor of Expenditure and the prices included in the bulletin as the prices to be used for charging out ties by the divisions.

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Frank J. Newell Promoted

AMONG the interesting announcements of the month is that of the promotion of Frank J. Newell from the position of traveling passenger agent with headquarters at St. Paul, to a responsible position in the Public Relations Department, with headquarters at Chicago.

Mr. Newell entered the service of the Milwaukee Road May 1, 1918, as assistant ticket agent at St. Paul. He left the service on furlough at time of the consolidation of the ticket offices during Federal Administration of Railroads. He returned to his former position with The Milwaukee, September 1, 1920, and was promoted to traveling passenger agent December 1, 1920.

He was conspicuously successful in special assignments of publicity work, and in 1923 he toured the country with the electric motor on exhibition, showing in 73 towns on the railroad that year. In 1924 he again took the motor out on exhibition, showing in all principal cities in the East, being out from March to October. In 1926 he installed the exhibit of electric locomotives for the company at the Sesqui-Centennial in Philadelphia. In 1927 he acted as advance and publicity agent for exhibition of the new Pioneer and Olympian trains.

The Magazine joins with Mr. Newell's co-workers of the railroad and his countless friends on all sides in congratulations and good wishes for his continued success and advancement.

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Shipped Over The Milwaukee

THROUGH the office of A. H. Murphy, general agent of this company in Philadelphia, notice is received of shipment of the household goods of the retiring Vice-President, General Charles G. Dawes, and of Secretary Frank B. Kellogg, retiring Secretary of State, west of Chicago via our line.

The cars containing the belongings of these retiring officials were delivered from the Pennsylvania Railroad to The Milwaukee, that of General Dawes consigned to Evanston, and that of Secretary Kellogg to St. Paul.

These shipments were routed via The Milwaukee, through the office of Mr. H. Billings, special representative of the Pennsylvania Railroad, Washington, D. C.

Appointments

THE following interesting announcements from the Passenger Department:

Mr. J. J. Oslie is appointed assistant general passenger agent with headquarters at St. Paul, Minn.

Mr. T. A. Morken, general agent, Passenger Department, Minneapolis.

Mr. E. F. Bowman, general agent, Passenger Department, St. Paul, Minn.

Mr. Oliver R. Anderson, city passenger agent, succeeding Mr. E. F. Bowman, promoted.

Mr. Don G. McMillan, city passenger agent, succeeding Mr. J. J. Oslie, promoted.

Mr. H. M. Larson, traveling passenger agent, succeeding Mr. F. J. Newell, promoted.

Mr. J. E. Griller, city passenger agent, succeeding Mr. H. M. Larson, promoted.

ANNOUNCEMENT

Effective March 1, 1929, the express business previously handled by the American Railway Express Company was taken over by the railroads and is now being operated under the name of the Railway Express Agency, Incorporated.

The entire personnel of the old company came over to the new company without change in conditions except that The Milwaukee Road has an ownership in the new agency and a greater interest in the successful handling of express than ever before.

The closer relationship and community of interest between the employees of the express agency and the railroads is of great importance in that it affords opportunity for further development and more efficient and economical operation of the express transportation business.

All Milwaukee officers and employees are urged to co-operate with the representatives of the express agency to promote operating economies through consolidation of forces and facilities, and by any other means that may be practicable, and to endeavor to increase express revenues by solicitation and good service.

Card of Thanks

To the Officers and Employees of the Great Milwaukee Family:

I am very pleased indeed to have the privilege of conveying my deep appreciation and that of my family to the Women's Organization, the many officers and fellow employees for their kind expressions and well wishes for a speedy recovery of the injury to my broken leg.

On the Passing of H. S.

THE following verses written by Mr. Edward Murray of Madison, on the passing of Mr. Hugh Spencer, for many years a Milwaukee employee.

During the construction of the P. S. Lines, Mr. Spencer was in charge of the work and operation in Sixteen Mile Canyon; and after the line was completed he was superintendent of the Musselshell Division with headquarters at Miles City, where also Mr. Murray was stationed. The two gentlemen were fast friends in spite of an almost daily near passage-at-arms. Their association is commemorated in Mr. Murray's tribute, following. Mr. Spencer passed on at his home in Los Angeles, where he went to live with his daughter after his retirement from active service with this company.

IN MEMORIAM

HUGH SPENCER

I labored 'long side you for many a year
When I laughed or I swore with joy or
dissent,
But dissenting or swearing bore traces
of cheer
Which time would reduce to, in any
event.

'Twas often I joined you when your
cigar
Colored or flavored the room's atmosphere.
And if extras and reg'lars bore tonnage
afar,
Your reminiscent tales were delightful
to hear.

I knew your foot-fall as it entered my
door,
When business was lively or things gone
astray,
Divining most truly as through it you
tore
Whether landscape were lovely or hell
was to pay.

But if, in the migratory speed of the
birds,
I threw up my hands and disaster fore-
saw,
'Twas then that your presence, your
handshake or words,
Lifted me skyward, dispelling my awe.

So, here we must halt and remember
that he
Of the key, of the wire, of the roadbed
and rail,
Got joy out of life and could show
sympathy
For a friend or a foe, whom the fates
did assail.

But he's gone, yes, he's gone, and we
wish him at home
With the Maker of Life, of Love and of
Peace,
Forgetful of all save the fragrance or
foam
That he scattered through life, ere came
his release.

E. M.

covery of the injury to my broken leg.

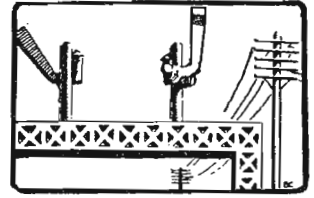
I hope to soon be able to get around again without the use of crutches and personally thank each of you.

Sincerely,

COLUMBUS J. CRAWFORD,
6224 Throop Street,
Chicago, Illinois.



BUREAU OF SAFETY



Personal Injury—Avoidable

IN the Safety First Bulletin of February 26, are some instances of personal injury that are classed among the "Avoidable." The cases cited are given here with the idea that "second thought" after reading these, may be valuable in preventing future similar mishaps.

A boilermaker walking through a roundhouse had his right leg scalded when a hose burst. It was developed that upon instructions of the roundhouse foreman a water hose was being used in place of a steam hose. The foreman was held responsible for the injury. Avoidable.

A machinist with sixteen years' service, fastened a brass in the side of a vise and had been filing it for some time when suddenly it slipped out, falling on the large toe of his left foot, crushing it. He admitted that if the brass had been placed properly in the top of the vise the accident would not have occurred.

A machinist with twenty years' experience, while in the act of removing a piston from the cylinder of a machine, used for bending metal for brake shoes, suffered a laceration of the face when the piston suddenly flew out, falling and breaking, a piece hitting him. In an endeavor to short-cut the job he had used compressed air to blow the piston down to about one inch from the bottom, and while he had a block along the plate, it appears the blocking was not sufficient.

A fire builder, who has attended all the Safety First meetings on his division since entering the service two years ago, was attempting to loosen a coal gate with a shaker bar when he caught his finger between the bar and the engine tank, smashing it. He has acknowledged that the injury was due entirely to carelessness on his part.

An operator and leverman injured his wrist while pulling a lever at a tower. Due to the extreme cold weather and the fact that there was snow and ice on the pipe line, the lever worked quite hard. He had his hand on top of the lever and when the latch released it sprang forward. The employee admits that the plant was in good condition and that he was thoroughly aware of the snow and ice condition, the conclusion being that he had not taken the necessary precautions under the circumstances.

A brakeman sustained a bruised eye and elbow while riding in the cupola, due to an emergency application of the air. A stop had been made for water, and as the engineer pulled down the main line he noticed a section crew cleaning out a crossover switch. The section crew had failed to properly line the switch and due to the snow and ice conditions, the engineer could not see the target but was watching the switch points and discovered that the switch was set for the crossover when about three car lengths from it. Rather than run through the switch, the engineer made an emergency stop. The section foreman was responsible for leaving the switch in the wrong position.

A bridge carpenter while placing sway braces and driving spikes, hit his right knee when the maul he was using glanced off a spike. He is a right handed man but had swung the maul left handed when the accident occurred, it being concluded that if he had swung right handed the blow would have been better placed and the injury avoided. The employee freely admits this fact and agrees that the injury should not have taken place.

A bridge carpenter broke his left arm above the wrist when he fell from a cap upon which he had been standing, to the ground twelve feet below. While pinching in a stringer, the bar did not get a good bite and slipped out, causing this employee to lose his balance and fall head first. There was a little snow on the cap, and while brooms had been furnished and instructions issued to see that snow was swept off the caps and stringers, this employee had failed to do so.

Safety Pays

By Coast Division Engineer R. G. Webb

THERE was a time when escape from injury was ascribed to luck. When a man got hurt he ascribed it to ill luck. So great was the belief in luck that people often wore luck charms, but in these more enlightened days our common sense tells us accidents are not caused by ill luck but that they have a definite and traceable origin based on the immutable law of cause and effect.

Generally speaking, reduced accidents on railways in 1928 show that the Safety First movement is bearing more fruit each year. Forty years ago statistics of railway accidents began to be carefully recorded and in the intervening years and especially of late years the Interstate Commerce Commission has kept a very close watch upon these and has given them to the public at regularly recurring intervals. Complete statistics for 1928 are not yet available, though from the bits I have seen of them it justifies the assertion that our railways were operated with a degree of safety that was never reached in all the preceding forty years, with the exception of grade crossing accidents, and that brings me to the real intent of this discourse—Grade Crossing Accidents, their Cause and Prevention.

People do not get hurt voluntarily; they nearly always do something to make the accident possible. There are certain trade risks that can hardly be eliminated, a mysterious explosion, a hidden flaw in a steel casting or the breaking of a chain may cause accidents that perhaps could not have been foreseen.

However, many excuses are not acceptable. If you were to visit the hospital where these victims are confined, each one would no doubt confess to you that he was thinking of something else besides his safety at the moment when the accident occurred.

This weakness is not confined to those who work with their hands, nor to any particular territory or nationality. Care-

lessness is one of the most contagious diseases in America today and at the present rate of increase it will soon be one of the most fatal diseases.

Here, then, is a real stiff problem demanding the attention of all citizens, good and true. Already the railroads have awakened to their responsibility in the matter, and the situation has been discussed at many conferences. Many worthwhile remedies have been suggested and tried but they have had little effect upon lightening the annual toll.

As shown in a month's test a few years ago on one of our eastern railway systems, three per cent of our engineers failed to observe the rule requiring them to whistle at crossings. The general manager of the road called this a good record. However, some of our railway editors found some doubt on this score. We all know it to be a fact that in train operation innumerable occasions arise where a rule must be obeyed simply because it is a rule regardless of any real or supposed temporary justification for not complying with it.

Tests conducted on the railway system above mentioned and other eastern railways last year showed the engineers observing the crossing whistle rule one hundred per cent. You all know that today it is necessary to do a lot of whistling. The tragic toll of motorists at grade crossings makes this question vital, but from a narrow local and temporary point of view it may seem wholly unnecessary. However, somewhere, sometime, some engineer will assume that no whistle is needed and his assumption will prove to be wrong. Careless ears in the heads of automobile drivers needing an audible warning every time they approach a railroad track, are now about as numerous as the spikes in the track.

The engineer, like the trackman, must make his safety record by means of systematic attention to countless small details with his thought centered on the point of doing his duty, oblivious to any speculation about 99½ per cent being as good as 100 per cent.

This improvement has been brought about by our constant gospel of safety and adherence to every-day requirements.

The signs, the wig-wags, the bells, the crossing gates, the flagmen and watchmen should hold back the automobile driver of normal physical make-up, but during the month of April alone of last year, an average of six persons a day were killed at grade crossings in this country, and this year bids fair to rival others by 19 being killed in a grade crossing accident in one of our eastern states a few days ago.

Over 2,000 people were killed and over 5,000 injured last year in grade crossing accidents, more than 10,000 crossing gates were smashed. Watchmen and gate-men are not infrequently the victims of the reckless driver. The deaths alone each year at grade crossings indicate that something is nullifying these safe-

guards; that SOMETHING is CARELESSNESS.

You will agree the railroads are not culpable in the grade crossing situation. That the engineers are efficient and long-schooled men who have served a lengthy apprenticeship in their craft before having an engine and its attached freight, human or otherwise, entrusted to their care. Our warning and signal systems, both those employed at the crossing itself and those used by approaching trains, are subject to little criticism. There is perhaps but one thing that might be desired—consistency, that is the adoption of standard devices making those displayed at crossings standard, familiar insignia of danger. Wherever possible visual obstructions have been removed from our crossings.

The complete separation of highways from railroads is, of course, the most efficacious remedy for the grade crossing accident problem, but were the estimated \$25,000,000,000 available for this work and the public willing to pay it, many years would be required to complete the task. Protection from the peril for the present generation can only come from Crossing Grades Cautiously.

Trains cannot stop at every crossing if they are to sustain the speed expected by the public. The train comes to a highway every mile or so but the motorist encounters a railroad only occasionally.

Almost daily cartoons, editorials, news items and pictures appear in our press asking for better service, faster schedules, shortened running time to the East, but are they in as many ways as possible helping us to eliminate this ever-increasing hazard that has reached the point where with the fleets of gasoline hauling trucks, immense freight trucks with one or two trailers, to say nothing of the many passenger stages, that not only is the motorist in danger but the railroad employes, railroad property, also their passengers? And no one is more helpless to protect himself from injury or sudden death than a passenger on a railroad train. He pays for and is entitled to expect safe transportation.

The railroads of the country spend millions every year for grade crossing protection. In 1926 the Pennsylvania System spent three and a half million dollars for crossing protection; the New York Central more than a million and a half; Illinois Central three hundred and fifty thousand; Southern Pacific four hundred eighty-five thousand; the Chicago & Northwestern one million thirty-eight thousand. In 1927 the Milwaukee spent eight hundred seventy-two thousand and in 1928 over one million thirty-nine thousand.

Let us for a minute compare the American railway with the British railway. To get killed in 1926 the American passenger had to travel an average of 242,220,714 miles, but he could cross to England and be killed by traveling an average of only 124,904,273 miles. In other words British railroads killed 1.94 times as many passengers in proportion to passenger miles as the American railroads do.

Official statistics show that while the number of passengers killed in 1927 showed a decrease of 24 per cent from a ten-year average ending with 1924, the corresponding decrease on American

roads was 43½ per cent. That is to say, American railroads are improving their safety record so far as passengers are concerned, nearly twice as fast as the British railways.

Now for a cap sheaf let me dispose of that familiar stuff about grade crossings. Whenever that subject is mentioned some oracle is sure to announce that no one is ever killed at a grade crossing in England because there are no grade crossings; and that no trespassers are ever run over because it is an offense severely punishable to walk on railroad tracks. Strange as it may seem, the ministry of transport does not agree with these oracles. In its accident report for 1927 it publicly confesses that 29 persons were killed and 6 injured on grade crossings that year; and further, that no fewer than 141 trespassers were killed and 62 injured. Of course, this is nothing like our record of grade crossing slaughter, but it is an interesting reminder of the fact that lots of things we know, aren't so.

By grouping all accidents on British and American railways, fatal or otherwise, the records show the British have six times as many accidents as we do. The long and short of the matter is that the American railroads render better service at less than half the average cost on British railroads, and are also much safer for everybody concerned than the railroads of Great Britain or any other country.

As has been previously stated, all grade crossings could not be eliminated without prohibitive cost to the railways, or the public or both of them. The number of such crossings could be greatly reduced at a comparatively small cost by the adoption of a method suggested by J. M. Davis, president of the Delaware, Lackawanna and Western. This would be by restricting the opening of new crossings, closing many now in existence and building highways parallel with the railways for short distances to concentrate highway travel upon the remaining crossings.

There are about two hundred thirty-five thousand highway grade crossings in the entire country. Undoubtedly a large reduction in injuries and fatalities could be accomplished at small cost and very little inconvenience by the adoption of the method suggested by Mr. Davis.

A check was made recently of important crossings on different railroads at widely separated points to determine the degree of care exercised by drivers of automobiles. Twenty-five per cent failed to use reasonable care, and five per cent were extremely reckless, using no care whatever. Assuming there are twenty-two million cars in use in this country this year we will then have approximately one and one-half million reckless drivers; and the reckless motorist is regarded by our railroads as the greatest menace to the safe operation of passenger trains.

There is only one safe rule for an automobile to follow in approaching a grade crossing and that is for the automobile to be under such absolute control of the driver that an immediate stop can be made. I stress the automobile because in 87 per cent of grade crossing accidents, an auto is involved. It is not possible to reach all the careless drivers at once in a direct way. Devious plans seem practical—a combination of plans—and no

doubt by sowing safety thoughts here, there, and everywhere—by continuing to place posters in conspicuous places throughout every city, town and by-way—by appealing to business organizations, civic clubs and schools, by use of the film and through the press, a harvest of health, happiness and safety may result. Let each of us preach the simple gospel of safety, each of us be teachers as we have been taught in our work, until all acquire the safety habit involuntarily. Safety does pay—carelessness never—yet safety is still a problem of the future; the answer—no man can predict with certainty.

Talks to the Children

By Joe Fiala, I. & D. Division

GOOD MORNING, children. When Mr. Ingraham asked me to come up here and talk to you, I felt very honored. I am going to talk to you on Safety First. Safety First means a lot to us and to you children and will mean more to you in later life. When we talk to some people on Safety First it seems that it goes in one ear and out the other. They listen but when going about their work and doing their daily duties they forget all about the talk they heard and do the same things over again.

There is nothing so important as the issue of Safety First and the Milwaukee Railroad has always had Safety First in mind as an important thing. Safety First is an important issue because it deals with human life. Why does it deal with human life? Human life is about the most precious thing we have on this earth. Why should Safety First be discussed? That is rather an unfair thing to ask. Seems like there is an increasing demand for the promotion of Safety First.

Last year I visited the Shriners' Hospital for Crippled Children in New York. The greater majority of them have been crippled early in life. One boy in particular, he was a fine fellow, had his left leg cut off. He was about nine years old. This boy was playing with some children out in the street and they lost their ball. This little fellow ran after it and just as he was going to pick it up an automobile ran over him and broke one of his legs, making it necessary to amputate it. Now if this boy had been properly trained and told not to play in the street it might have avoided this. It certainly was a sorry sight to see so many crippled children.

About four years ago a man who worked at the Milwaukee roundhouse, from four o'clock in the afternoon until twelve o'clock at night, and wanted to get home as quickly as he could, took a short cut across the tracks and crawled between the cars. An engine was switching in the yards and knocked the string of cars and this man was knocked down under the cars and instantly killed. He left a family of four children, all small, and they were not very well to do; and the children cried for their daddy. In looking through one of our Magazines I ran across a little poem that recalls this accident to me; it was entitled "A Letter to Dad." You probably have read it.

Now, the little boy in that poem was a small boy, but getting the proper education, and yet poor fellow, he had to suffer.

We should always keep Safety First uppermost in our minds. Do you chil-

dren know what Safety First means? Do we ever stop to think what it means? Safety First was defined by the chairman of the Safety First committee at the U. S. Navy Yard at Washington, D. C. The word "Safety" means freedom from danger. Freedom from danger—means that everything we do must be free from danger. That is quite a bit, if we stop to think. The word "First"—just a little word that we use in our conversation, spelling—means before anything else, without exception. If we're driving an automobile, we should, before doing anything else, do it in a safe manner.

While I was at Iowa University I took up military training. There was a question in my mind when going to class whether it was a duty to salute or not. And one day I asked my immediate officer about that and in just a few words he told me something that I have carried so far in my life and perhaps will always remember, "When in doubt, salute." He meant that if it wasn't necessary and I did salute, why, it wasn't wrong. When you children are crossing streets and you are in doubt, better look around first and see if there isn't a car coming. When crossing a railroad track see that no trains are coming.

The Milwaukee yards at 10th Street cut off Pennsylvania Avenue and some of the children and also grown people cut through the yards at that point. The Milwaukee has cautioned them many times but still they keep on. If they would just go over another block to Federal Avenue, it may mean their lives some day. This does not particularly apply to you children because you don't live down that way, but I am giving this to you anyway.

We are crossing streets daily and there are only two ways to cross a street. There is a safe way and a dangerous way. You should walk across a street at the intersection and should walk straight across and not diagonally. The most dangerous place to cross a street is in the middle of the block.

I have a few posters here and some of these posters will better demonstrate the dangers of crossing streets and railroad crossings. These posters sometimes drive a point home better and clearer than words can.

Mr. Fiala then exhibited the following posters and explained each one to the children:

1. Cross Crossings Cautiously.
2. The Streets Are Dangerous Playgrounds—showing a boy going across street on a scooter in front of an auto.
3. Stay within the Curb.
4. "Yes, Mother, I always cross streets at cross walks."
5. Stop! Look before You Cross.
6. I Always Do My Roller Skating on the Sidewalk!
7. Use the Crossings in the Safe Way. Do not Cross Diagonally!
8. Good-bye! Remember—Look Both Ways before Crossing the Street.
9. School. Drive Slow—the Officer Is Your Friend. Obey Him.
10. Think! Driver, Think!—showing an automobile that had been hit by a passenger train at a crossing.

Mr. Fiala then gave the following dangerous practices and cautioned the children to refrain from doing them.

1. Playing ball on street or roadway.
2. Roller skating.
3. Riding rear-ends of automobiles or trucks.

4. Riding bicycles, especially at night without lights.

5. Jaywalking.

6. Running across the street.

7. Walking out from between parked automobiles.

8. Failure to obey traffic signals.

9. Neglect to look both ways before crossing the street.

10. Playing games in the roadway.

11. Disobeying the Boy's Safety Patrol.

12. Neglecting the good advice of Uncle Bob on the radio, "The Curb Is the Limit."

In conclusion Mr. Fiala said: "There is just one more thing. One of the most important things is to try to make every employe understand that the horse power in his plant is a tremendous force, which is compared with your heart power. If you see a friend or a fellow worker doing something that you think is dangerous, always have heart for the other fellow."

Safety First Meeting Held at Raymond, Washington, February 5th

CARRYING on the campaign of Safety First to eliminate accidents on the road, both to employes and to the public, a large delegation of division officers from the Coast Division went to Raymond, Tuesday evening, February 5th, to hold a Safety First meeting.

Charles Lenon, local agent, was in charge of the meeting and he had invited Mayor Boyer, T. J. O'Connor, manager of the Chamber of Commerce, and Fire Chief Treese, to make talks. In addition there was a large attendance of citizens, and Roy Glass arranged for the High School Orchestra, which was much enjoyed.

Mr. Devlin told of some of the things our road is doing to make for Safety First and of what the public could do to assist in this. He particularly spoke of the children and of the desirability of training them to be careful.

Mayor Boyer welcomed the visitors and Mr. O'Connor made a short talk. Fire Chief Treese, in his talk, told of the changes in the fire department in the past few years, and said that this department was virtually a Safety First as well as a First Aid Unit. He stated that the greatest hindrance to Safety First was the indifference of the people. Assisted by Ed Knuckey, he demonstrated the inhalator which the department added a few months ago.

Locomotive Engineer R. G. Webb read a very interesting paper on grade crossings, the accidents and their prevention. One of the most potent things brought out by Mr. Webb was that carelessness is the most contagious and most fatal disease in the world today. Mr. Webb's paper was much commented on and Mr. O'Connor suggested the printing of certain of the points in pamphlet form to be given to tourists.

Roy Vandenburg, safety superintendent from Tacoma, stated that Safety First was an individual responsibility, and that Safety First talks were being made to each employe. It is being carried further, however, as Mr. Vandenburg told of the talks which are being made to the school children of the nation. He brought out the fact that statistics show the majority of accidents are due to little things rather than big and that man failure instead of equipment failure, causes nearly every accident. Mr. Van-

dinburg has recently been assigned entirely to the Coast Division and will be able to give more time to problems in this section.

Mr. T. J. Hamilton, assistant superintendent, stated the greatest safety device is our own minds, and that when we begin to think more of the safety of our families and our fellowmen, the number of accidents would be greatly reduced.

Roy Glass, superintendent of City Schools, made a short talk, telling of the training of the children to be careful, and that he believed all who heard the talks derived much good from them.

The Importance of Attending Safety Meetings

L. A. Friess, Dispatcher, Channing, Mich.

SINCE the Safety First movement was first started on our railroad in 1912, there has been a steady decrease each year in the number of injuries and accidental deaths among our employes while in line of duty, even though our railroad family has increased in numbers.

Unsafe conditions reported at our division safety meetings, unsafe practices discussed, and remedies for these bad conditions and practices prescribed have gone a long way to bring about a reduction in the number of injuries and accidental deaths on the railroad. Were it not for the benefits derived from Safety First meetings it is possible that some of us present here tonight might have met with serious accident crippling us for life, or may have been killed: THAT IS SOMETHING TO THINK ABOUT.

This brings to us the importance of attending safety meetings regularly. It is not always necessary that each of us have something to say or a report to make at these meetings, but it is necessary that we get the benefit of the discussions, reports of accidents and their causes, and the advice given in order to properly protect ourselves by keeping the matter of "SAFETY" fresh in our minds at all times.

Mr. Gillick has called to our attention in his article on the first page of the January number of The Milwaukee Magazine, that our record of personal injuries in the past year has not been as good as that of other well-managed railroads. I am sure that you will agree that a great deal of the fault lies with we employes: we haven't kept ourselves interested in the safety movement; haven't attended Safety First meetings regularly; and have more or less neglected the obligation we owe to those depending on us for their living which is that of keeping ourselves free from injury and from hurting others.

The benefits from the preaching and practicing of Safety First are so well recognized today that an industry without a Safety Department is a pretty small and out of date machine. Our own Safety Department is not a lot of "bunk" as a few of us still try to kid ourselves into believing it is, but it is a "going" concern which has paid us a wonderful return for the small investment of attention we have put in it and I hope that Mr. Gillick is not going to be disappointed with our 1929 returns.

Let us pledge ourselves to get on and stay on the Safety wagon by taking an active interest in bringing about corrections of unsafe conditions and practices, and by attending our division safety meetings.

Annual Report Milwaukee Employees Pension Association For The Year 1928

Chicago, Ill., March 12, 1929.

Board of Directors and Members of the Milwaukee

Employees Pension Association, Chicago, Ill.

Gentlemen:

The Milwaukee Employees Pension Association has made steady and satisfactory progress during the year 1928, as is evidenced by the Balance Sheet and Membership Statement submitted by our secretary-treasurer.

The books have been audited by a firm of certified public accountants who have certified our accounts as shown in the Balance Sheet submitted.

A brief analysis of the Balance Sheet shows Total Assets of \$1,583,215.42, an increase of \$364,196.40 during the year. The Pension Fund shows an increase of \$272,845.27, making the total amount in the Pension Fund \$1,316,747.15 at the end of the year 1928. The Income Account shows a total of \$198,875.38, an increase of \$76,694.21 during the year from interest on investments, profit on investments sold and miscellaneous income.

In October, 1928 old age pension payments were commenced and to the end of the year a total of \$5,227.18 was paid to pension members.

As shown in the Membership Statement, 2,862 new members were enrolled and the losses through deaths, members leaving service, etc., less reinstatements, were 1,429, including 138 members placed on the pension roll, making a net increase of 1,433 members during the year, and the total net membership at the end of 1928 was 20,612. Of the 138 members placed on the Pension Roll during the year 1928, one member died, leaving 137 pensioned members at the end of the year.

At different times during the year we have sent solicitors out covering the system. These solicitors were quite successful in securing new members. This practice of sending out solicitors from time to time will be continued during the ensuing year and it is hoped that this will result in a satisfactory increase in membership.

As required in the By-Laws, the Executive Committee canvassed the votes cast in the March, 1929 election and reports that Mr. J. J. Barker and Mr. G. A. Van Dyke were re-elected to succeed themselves as members of the Board of Directors by a large plurality.

I want to express our appreciation for the help and co-operation extended the Association by the officials of the railroad company and also to individual members of the Association who have made special efforts to secure new members and otherwise furthering the interests of the Association.

Respectfully submitted,

W. D. CARRICK, *President.*

FINANCIAL CONDITION—MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Chicago, Ill., March 12, 1929.

Below is Balance Sheet showing financial condition of the Milwaukee Employees Pension Association as at December 31, 1928, certified to and verified by Messrs. Frazer and Torbet, Certified Public Accountants, who audited our books for the year ending December, 1928.

ASSETS			
Current Assets:	Dec. 31, 1928	Dec. 31, 1927	Increase
Cash in Bank	\$ 31,403.03	\$ 531.61	\$ 30,871.42
Accrued Interest Receivable	22,211.28	16,556.30	5,654.98
Total Current Assets	\$ 53,614.31	\$ 17,087.91	\$ 36,526.40
Investments (Net)	1,528,267.50	1,200,810.53	327,456.97
Fixed Assets	1,333.61	1,120.58	213.03
	\$1,583,215.42	\$1,219,019.02	\$364,196.40
LIABILITIES AND NET WORTH			
Current Liabilities	\$ 5,372.25	\$ 4,544.05	\$ 828.20
Net Worth—Pension Fund	1,316,747.15	1,043,901.88	272,845.27
Net Worth—General Fund	62,220.64	48,391.92	13,828.72
Net Worth—Income	198,875.38	122,181.17	76,694.21
	\$1,583,215.42	\$1,219,019.02	\$364,196.40

The large amount of Cash in Bank at the end of 1928 is due to the fact that some of our investments became due and were collected December 31, 1928, but the greater portion of this amount was re-invested immediately after January 1, 1929, retaining only enough money in our bank balance, to take care of current requirements.

Total Assets of the Association during the year increased \$364,196.40. The Pension Fund during the year increased \$272,845.27, making the total amount in the Pension Fund at the end of the year 1928, \$1,316,747.15 and the Net Income Account shows an increase of \$76,694.21, making the Net Worth Income Account at the end of the year 1928, \$198,875.38.

It will be noted from above that the Association has shown a steady and satisfactory financial growth during the year 1928.

The membership statement at the close of the year 1928, hereto attached, shows an increase in membership of 2,862, making the total enrollment since organization 25,234, and the losses in membership during the year, through death, resignations, members leaving service, etc., were 1,429, bringing the total loss in membership since organization up to 4,622, leaving a net membership of 20,612 members at the end of 1928.

The Association having completed the five-year building period of the Pension Fund, payment of old age pensions to members who have established eligibility to such, became effective with the month of October, 1928, and from that time to the end of the year, 138 members were placed on the pension roll as they became eligible. Of this number, one pensioned member died since being placed on the pension roll, leaving 137 members on the pension roll at the end of the year 1928.

The Executive Committee canvassed the votes cast in the March, 1929, election for two

(Continued on next page)

River Division News

Margaret Maher

MR. WM. TRITCHLER, chief carpenter at Mason City, spent the week-end of March 10, visiting with his family at Wabasha.

The supply train passed over the division, March 12, and judging from all the satisfied expressions, everyone received material they needed. Mr. D. B. Rivers, storekeeper, and Mr. M. T. Skewes, assistant superintendent, were with the supply train.

All the tons and tons of snow that covered the earth is fast disappearing. Roadmaster W. T. McNamara just got through flanging the Wabasha Division and getting the snow off the track, now he will be kept busy the next few days anyway keeping the water moving and taking care of the washons and washouts. Understood that he was purchasing a pair of rubber boots from Woolworths.

Did anyone see Dick Thompson taking the yard check the morning that the heavy snow fell? Well, he borrowed his wife's best umbrella and carried it while taking the check.

Mr. John Turney, master meehanic, spent a few days at Wabasha the past month. While his visit was strictly business, still he satisfied himself with the distribution of a few tickets for the affair that the Woman's Club are planning for April 6. It seems that the Woman's Club are surely to be complimented in having the loyal support of a booster such as Mr. Turney. For his determination and efforts are great factors in making a success of any undertaking.

Word comes from St. Mary's hospital at Minneapolis that Mr. John Fleming is making splendid and rapid progress toward complete recovery. Report also states that he has become very popular there—in fact, even a favorite, and that they are thinking seriously of keeping him there and giving him sort of a supervisory office at that place.

The death of Mr. Steinbauer, fireman of Winona switch engine, occurred at Winona, March 2. Mr. Steinbauer had been in poor health for some time, but he was able to be on duty. He was confined to bed but one week previous to his death. Funeral was held at Winona. Sympathy is extended to the surviving relatives.

Mr. John Ostrum, chief carpenter, has been out on the Wabasha taking an inventory of the bridges in case the high water should carry some of them away.

The guy who wrote "Where the Lazy Waters Flow," ought to work in the Red Wing yard for a while and he would be inspired to write another song entitled, "Where the Muddy Waters Flow."

Conductor Joe W. Fredrickson, who is switching in Red Wing yard, recently journeyed to LaCrosse to visit friends, this being the first time to La Crosse in two years. He says he hardly knew the old town.

Section Foreman Bill Johnson, of Red Wing, says this will be his last winter in this part of the country, but at the present Bill is undecided whether he will go to Africa or South America.

Red Bartels, signal maintainer at Red Wing, is the proud father of a baby boy, born March 1.

Wendell Haben has been assigned the cashier's position at Red Wing, and Vincent Haben has taken his brother's position as car clerk. Here's hoping that there will be brotherly love in the office.

Mr. J. Wiebusch, section laborer at Red Wing, is the proud father of a baby girl, born on February 26.

Mr. Harry Tebbe, warehouse foreman at Red Wing, recently journeyed to Milwaukee to visit relatives. All that Harry could say is that "Milwaukee is some fine town."

members of the Board of Directors, and their report filed in this office shows that Mr. John J. Barker and Mr. G. A. VanDyke were re-elected by a large plurality to succeed themselves.

Respectfully submitted,

C. W. MITCHELL,
Secretary-Treasurer.

BALANCE SHEET, AS AT DECEMBER 31, 1928

ASSETS	
Current Assets:	
Cash in Bank	\$ 31,403.03
Accrued Interest Receivable	22,211.28
Total Current Assets	\$ 53,614.31
Investments:	
State, County and Municipal Bonds	\$ 144,191.36
Real Estate Bonds	174,021.25
Railroad Bonds	139,768.75
Other Bonds	139,325.00
Mortgages	933,050.00
	\$1,530,356.36
Less: Reserve for Amortization of Premium	2,300.66
	\$1,528,055.70
Add: Reserve for Amortization of Discounts	211.80
Total Investments	\$1,528,267.50
Fixed Assets:	
Office Equipment	1,333.61
	\$1,583,215.42
LIABILITIES AND NET WORTH	
Current Liabilities:	
Advance Payments by Members	\$ 657.90
Miscellaneous Credits	20.35
Refund Certificates Payable	4,694.00
Total Current Liabilities	\$ 5,372.25
Net Worth—Pension Fund:	
Balance—January 1, 1928	\$1,043,901.88
Total Monthly Payments Less Refunds, 1928	311,701.75
	\$1,355,603.63
Less:	
Refunds to Beneficiaries of Deceased Mem- bers, 1928	\$21,679.30
Dire Need Payments, 1928	11,950.00
Pension Payments, 1928	5,227.18
	38,856.48
Balance—December 31, 1928	\$1,316,747.15
Net Worth—General Fund:	
Balance—December 31, 1928	62,220.64
Net Worth—Income:	
Balance—January 1, 1928	\$ 122,181.17
Income on Investments, 1928	75,937.83
Profit on Investments Sold, 1928	752.50
Miscellaneous Income	3.88
Balance—December 31, 1928	198,875.38
	\$1,583,215.42

CERTIFICATE

We have audited the accounts of the Milwaukee Employees Pension Association for the year ended December 31, 1928, and hereby certify that, in our opinion, the assets, liabilities, pension fund receipts and disbursements, general fund receipts, less expenses, and income from investments, as at December 31, 1928, are correctly stated in the above Balance Sheet.

(Signed) FRAZER AND TORBET,

Certified Public Accountants.

Members, American Institute of Accountants.

Chicago, Illinois,
March 4, 1929.

MEMBERSHIP STATEMENT, AS AT DECEMBER 31, 1928

	Totals, 1927 Report	Year 1928	Total	Total
Total Members Enrolled	22,372	2,862	25,234
Losses in Membership:				
Deceased	699	217	916	
Resigned	443	121	564	
Left Service	1,974	833	2,807	
Forfeited	34	118	152	
Duplicated Enrollments	79	15	94	
	3,229	1,304	4,533	
Less Reinstatements	36	13	49	
	3,193	1,291	4,484	
Members Pensioned	138	138	
	3,193	1,429	4,622	4,622
Net Membership End of 1927	19,179			
Net Increase in Membership, 1928		1,433		
Net Membership End of 1928				20,612
Members Pensioned		138		
Pensioned Members Deceased		1		
Net Pensioned Members		137		

C. W. MITCHELL,
Secretary-Treasurer.

Maurice Hartery has taken the position as relief yard checker at Red Wing. Here's hoping that Maurice will not have to go back working on the sections.

Bernard Jensen, of the Red Wing freight

house, who is better known as "Skid," has been kept very busy lately lighting heaters in the perishable cars, for there has been a lot of perishable freight moving in and out of Red Wing in the past few months.

Now who wouldn't think Red Wing was an active place and this isn't the half of their whereabouts, etc. Perhaps the write-up from Red Wing will be an incentive to other important stations on the River Division, to let us hear from them.



Annette Standaert, Transportation Department Mascot.

Seattle Pin-Smashers Battle

Champion pin smashers of the Milwaukee Bowling League of Seattle, composed of devotees of the game in every department of the service, battled for honors on the alleys of the Seattle Recreation Club. Miss Standaert, secretary to N. A. Meyer, superintendent of transportation was the mascot of the Transportation Department, and cheered her team to victory. Captain Stablein of the Transportation Department team gives the following:

Transportation Department Winner of Two Out of Three Games

It was a big night—all the Milwaukee League of twelve teams playing.

The Transportation Department vs. Freight Traffic Department was the most interesting game of the evening.

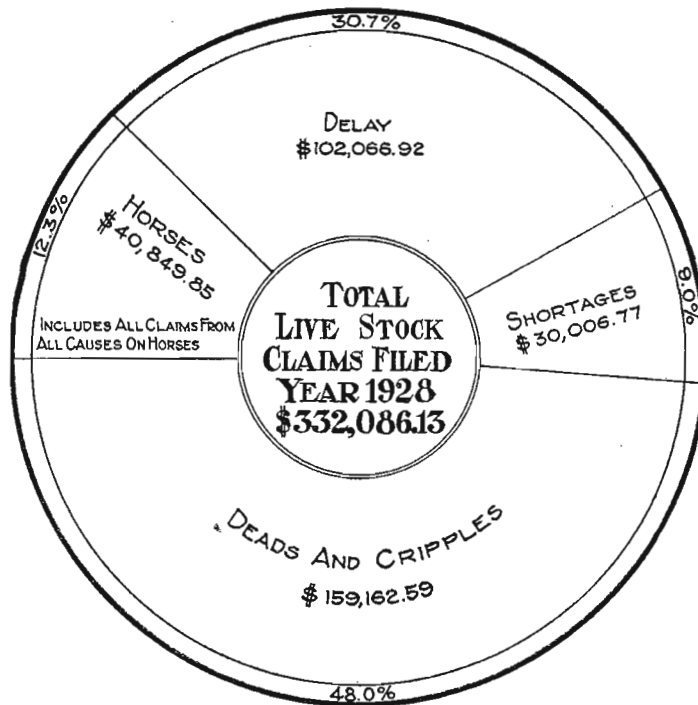
Promptly at 7:00 P. M. as the starting bell rang, the entrance door opened and the entire Transportation Department force, bedecked in Milwaukee colors, including gorgeous ties with Milwaukee emblems and crowns bearing "Transpn Dept.," lined up in collegiate style and marched across the hall carrying their Milwaukee Transportation Department banner to the section behind alleys 1 and 2, which was reserved for the rooters—the Misses Standaert, Murphy, Bahm, Schwind, Merz, and other friends.

After the banner was placed in a conspicuous place the entire force sang their Transportation Department song. Our congenial friend, Joe Bahl, become so excited that he started "Hail, Hail, the Gang's All Here," and every one joined in.

The game started off with great enthusiasm; the Transportation Department leading, but due to their generosity they slowed up to allow the Traffic Boys to win the first game. This irritated their rooters who demanded action, increasing their yells and noise. This excitement seemed to have greater effect on the Traffic Boys and becoming nervous, they went down to defeat easily.

The contestants were: N. A. Meyer, V. C. Spikes, H. R. Keller, J. H. Bradt, M. H. Murtha, M. Lervold, R. S. Hurd, Capt. E. M. Stablein, J. J. O'Meara, W. A. McLeod, F. O. Finn, B. Walltner, C. S. Winship and Capt. V. R. Cummings.

CLAIM PREVENTION



The Remedy

1. Make Inspection of Live Stock at Time of Loading.
2. Place Complete Record of Exceptions on Live Stock Contracts and Waybills.
3. Clean Cars.
4. On Time—Careful Handling in Transit.
5. Use of Partitions in Mixed Loads
6. Avoid Overcrowding.
7. Frequent Showering in Hot Weather.

H. A. Wicke
Superintendent Claim Prevention Bureau

Claim Prevention

Russell H. Grattan, Caller, Union Street, Chicago

PRESCRIBING methods of Claim Prevention makes necessary a knowledge of causes for claims. Loss and damage may be caused by shippers through improper packing, marking, stowing. The selection of wrong container will cause damage or loss if not properly constructed. There are 24 towns named Lyons in the United States and 22 Washingtons; obviously the names of states and counties should be correctly stenciled. Cartons containing fragile articles should so indicate and be stowed in such a way to avoid injury. Loading should be leveled down and properly braced to avoid sudden shocks of switching. Diversions should be eliminated wherever possible by finding certain markets for perishable commodities. The number of times cars are inspected should be minimized and record of containers opened for inspection should be kept for purposes of claim investigation.

Carriers' responsibility for loss and damage may be attributed to the following causes: Rough handling, theft, de-

fective equipment, temperature failings, delays, wrecks, fire and water, errors of employees. Rough handling can be prevented by closer yard supervision, education of yard employees, eliminating extra switching, maintaining and inspecting brakes, and proper use of signals.

Careful policing of yards and warehouses is essential to prevent robbery. Cars should be properly sealed when loaded and promptly moved. When being unloaded or loaded a lock should be placed on car when truck leaves with load or goes after one. Leaving cars unprotected invites criminals to help themselves.

Equipment should be inspected before loading and properly cleaned. Bags should not be loaded in cars which have been used for oil or coal. Flour or sugar should not be loaded in a car with a leaky roof. Perishable cars should be properly iced or heated. Schedules maintained and efficiently handled in yards and terminals where congestion is likely. Time and symbol cars should not be shoved to hold track, and if bad order should be transferred, if repairing car, would cause more than forty-eight hours'

delay. Co-operation between train crews and other employees will make transportation safe from wrecks, close inspection of road and tracks and prompt forwarding of engines to shops when needed will help.

Inflammables should carry warning cards, be placed proper distance from locomotives and cabooses. Employees can assist by carefully preparing and examining bills of lading, handwriting should be legible or bills of lading and waybills will not compare with goods. Many errors are in copying from waybills or freight bills.

Accurate records should be kept at shipping point, goods should be carefully examined before receiving and city shipments refused if there is any appearance of damage or shortage, shipments from connecting lines should be carefully counted and notations made of amount of goods or damage. A shipment may be accepted and the shipper given clear receipt when in fact the shipment was damaged or pilfered before delivery; and without the proper records the carrier will have to pay the claim.

Get Together on Claim Prevention

By W. A. Court, Clerk, Tacoma Local Freight House

IN spite of all the claim prevention meetings held from time to time, we are still having a number of freight claims to contend with. Of course, the number of claims have been materially reduced, but if all employees will get together and make up their minds that there will be no more freight claims there will be a whole lot less.

I have opened some merchandise cars that looked as though some great giant had gotten hold of the car and deliberately took it off the track and gave it a good, sound shaking up, then replaced it on the track. I doubt very much that at the time the freight was placed in or stowed in the car that it was loaded in this condition, but it certainly got a good bit of rough handling while being switched in and about the yards or while in transit.

Enginemen can help a great deal toward the prevention of freight claims by the careful handling of merchandise trains. I realize, of course, that there are obstacles that make it very difficult for an engineer to prevent merchandise cars from getting severely shaken up because of such things as defective triple valves and cars known as "dynamiters," and air hose breaking while train is in motion causing the air brakes going into emergency, but there is hardly any excuse for "straight air" stops which cause the slack to run in the train to such an extent as to shift L. C. L. merchandise enough to cause damage to it.

Some of you who read this article will probably remark that when a freight house clerk makes remarks about handling a

train, he does not know what he is talking about, so I wish to inform you at this time that I have been a brakeman on this and two other railroads during my railroad career, and have worked with some mighty careful engineers and also with some who could give a train a good shaking up with very little effort, but the good careful sort of engineers on this great railroad system of ours is far in the majority.

Switchmen can also help reduce the amount of damage to merchandise by more careful switching of merchandise cars. I have seen this class of employees cut off merchandise cars when making up trains and deliberately "kick" them in on tracks with nothing to stop them but other cars on the same track; and it is most certain that if there are any loose packages of freight in this car it is likely to shift if it ever will; and when it does shift what happens? There may be a valuable roll of rugs or linoleum in the car; it is shifted and it probably is chafed or torn by coming in contact with other goods or packages. When the railroad company has to pay claims on the damaged articles, they not only lose the money that they have to pay the consignee or consignor, whichever the case may be, but they also lose the money for freight charges on the damaged article if it is absolutely refused by the consignee and as the railroad company is not engaged in the buying and selling of merchandise there is no profit in buying the damaged goods from the consignee, but in a great many cases is forced to and they can nowhere near get the value out of these damaged articles at a salvage sale, so it is well for all employees to remember that their salaries are coming from the earnings of the railroad derived by transportation and not by salvage sales.

Only very recently I went into a merchandise car that was in terrible shape but fortunately we had very little goods damaged in the car, but this car contained among other things, a shipment of valuable abrasive paper in rolls which, when stowed, at transfer point, were lengthwise across the end of car, but when car was opened at freight house the shipment of abrasive paper was nearly in front of the car door and several of the rolls were chafed badly where they had slid along the car floor and had it not been that there was a layer of good heavy paper on the car floor we would undoubtedly have had a large claim on this shipment. Some such handling of cars causing them to shift is unavoidable, but with a little more careful handling by yard and train crews a greater percentage of this sort of damage can be stopped.

Too long freight trains sometimes cause a great deal of rough handling of merchandise cars because when the engineman makes a service application of the air brakes the brakes on the head end of the train take effect first and work back, and on a 75-car train the last few cars sometimes get quite a jolt. The air brakes act almost instantaneously but not quickly enough to prevent enough train slack to run in and cause a severe shock to some of the rear cars.

Stowers and truckers can prevent a lot of damage also by careful handling. Oftentimes heavy packages are piled upon more fragile packages and during transit the constant vibration of the car causes the heavier package to gradually crush the under package, damaging the

contents. A great many times packages are piled too high and at the least jolt that the car gets the packages tumble down. A great deal of freight is damaged by being dropped from trucks instead of being let down easily, in other words, the trucker or stower, as the case may be, following the lines of least resistance.

Now let all of us employees get together and bend every effort to stamp out Old Man Freight Claim.

The Great Thing in Claim Prevention

John Dangel, Agent, Tulare, S. D.

I BELIEVE the greatest thing in claim prevention is a love for your work, coupled with good sense.

It's great to work with some one who loves his work. We will find him pleasant, courteous, careful, hard worker, studies his business, with the welfare of the railroad as well as the patrons uppermost in his mind, creates a respect and good-will from the public, who are our patrons, toward himself and the railroad. His continued good work is like the measles (not knowing a better word), it spreads to his fellow employees with desirable results.

Where such men are working, our patrons will go out of their way to make their business more agreeable and profitable to the railroad. This is where claim prevention comes in. The shipper, if he does not know the shipping requirements, will come to the station and find out, and his goods will be put in such condition that they will go through without damage (if handled through by the same kind of employees). He has no thought of slipping something over on the railroad. The receiver of freight at this station will have grounds for claims from time to time, mostly small. These employees are going to keep his good will, and fix things up so that he may file claim for his loss (I mean fixed so that he can get his loss and no more); by using diplomacy a large part of these "would-be" small claims are going to be intentionally overlooked by our good friend, the consignee.

On the other hand we will notice a man who is indifferent, does not care about his work or hates it. As a rule we find him crabby, selfish, discourteous, does not study his business, or care how his work is done or whether it is ever done. His continued bad work is also like the measles (measles sound better here), spreads to his fellow employees with damaging results.

Where such employees are, the thought of claim prevention is a very small part of the daily routine, and the very system of handling the business at this station will cause claims. Our patron's frame of mind toward the railroad is obvious. The shipper is not going to make his business any too agreeable, a few are going to slip their damaged goods onto the railroad whether we want them or not, there will also be some concealed shortages, then, sure enough, there will be claims. The receiver of freight is also going to be a hard-boiled proposition, ever looking for a chance to dig into the railroad. He will lose no time in filing claims for every cent that he has coming, some will demand more, and eventually get it through lack of proper records at the station.

There has been a lot said, written and done regarding claim prevention, and it

should be vigorously continued, but to accomplish the desired results, we must love our work.

Errors of Employees

Error in Billing

ISLEY, Ky., to Blank, Wis., December 27, 1928, waybill 56 covers IC 211294, coal. This car was delivered to the wrong consignee at destination and we are obliged to assume the difference between the amount of the claim, i. e., \$92.93 and the amount realized for the shipment, \$63.72.

Blank, Idaho, to Blank, Iowa, waybill 36, of December 22, covers our 504366, a carload of pine lumber. This car was billed C. M. St. P. & P., Blank, C. R. I. & P. delivery. However, in error car was placed for unloading at our own station, necessitating a haul of an additional six blocks on the part of the consignee and he has filed claim as a result in the amount of \$4.10.

Blank, Ill., to Lake Charles, La., December 6, 1928, waybill M-285 covers a shipment of four cases of lard substitute. This shipment was intended for box car service beyond New Orleans; however, our people billed the shipment to move by express beyond and inasmuch as freight charges were prepaid, we were obliged to assume the extra express charges.

Blank, S. D., to Sioux City, Iowa, September 24, 1928, waybill 94 covers St. P. 100884, live stock. In error the agent at point of origin neglected to show the name of the consignee on the waybill, resulting in delay in effecting delivery at destination, claim of \$126.45 representing excess shrinkage and decline in market.



Trainmaster Cummins, Waist Deep in Snow at Hyak.

DO YOU REMEMBER WHEN—?

"With a single stroke of a brush," said the school teacher, taking his class around the National Gallery, "Joshua Reynolds could change a smiling face to a frowning one."

"So can my mother," said a small boy.

EFFICIENCY PLUS

Willie, observing a workman in the corridor of the school building, asked him what he was doing.

"Putting in an electric switch," replied the workman.

"Huh!" said Willie, "I don't care; I'm leaving this old school anyhow!"

The Tornado

W. H. Shafer, Conductor, La Crosse Division

ON July 3, 1907, a tornado swept the little town of Oakdale, Wisconsin, killing three people and doing an enormous amount of property damage.

That day I was rear-end brakeman on train number sixty-nine, a west-bound time freight consisting of forty-five loaded cars. W. P. (Doc) Long was conductor and Floyd Green our engineer.

We passed Oakdale about 5:00 p. m. The sun was shining bright, not a breath of air stirring and extremely hot. While leaning out of the north side of the cupola to get an inspection of the train (we curve to the right here), a low rumbling noise like a steam roller working in the distance could be plainly heard. Glancing to the north I espied a big, black funnel-shaped cloud about two miles away, traveling in a southwesterly direction. The train now was moving direct west. I hollered to Conductor Long, who was down below, making out his report, to come up and take a look.

"What do you see now, some more bluebirds' nests?" he asked. The trip before I counted eleven bluebirds' nests along the right-of-way fence. A lot of young birch trees had grown up making an ideal nesting place for them and that's what he was kidding me about.

"No," I returned, "it isn't bluebirds this time, it's a big black bird and if he gets a swipe at this train we will all be looking for a soft spot to land on."

I finally got him where he could see and when he lapped that big, black monster his eyes bulged out and he nearly fell out of the cupola and exclaimed, "What under the sun is it?"

"Nothing more than a cyclone, Doc, and it looks as though it's going to head us off." And to make things more interesting, the train began to slow down and that big funnel shape kept creeping closer and closer, and it was now only about a mile away and we were moving not faster than a walk. This ugly-looking demon reached up into the sky, the atmosphere began to cloud up and get dark and big drops of rain began to fall, but we hadn't as yet, felt any wind. It must have been the suction of this swirling monster that kept holding us back. It had now begun to roar and crack and we could see trees uprooted and carried into the unknown, brush and wood of all description was being whirled around and on, on it came. I suggested to Long that we get off and crawl under a culvert, of which there were several along there, or lie down in a ditch that had water in it, but he kept saying, "Let's stick it out, we'll get through."

Two and a half miles west of Oakdale, the track crosses a small creek and a half-mile farther, on the south side of the track stands a perpendicular cliff about three hundred feet high and a mile in length. We had just crossed the creek when a strong blast of wind struck us from the southwest. Then of a sudden, this black devil changed its course and started back in an easterly direction towards Oakdale. It missed us by about two hundred feet. The peculiar part of it all is, there were five cars that had the tops blown off and they lay on the north side of the track the side the cyclone was on. We came to the conclu-

sion that the suction of this monster recoiling against the high cliff west of the creek caused it to change its course. On its eastward stride, two miles of telegraph poles and wires were leveled and twisted out of place. It shaved off a corner of the depot at Oakdale, likewise the kitchen of a hotel. Three homes were demolished, it picked up a minister, one of the persons killed, and carried him eighty rods, and he was found lodged in a heap of trees with a Bible under his arm. The other two people killed were a man and his wife. They were found lodged against a barb-wire fence. A letter addressed to this man was found near Prairie du Chien at least one hundred and fifty miles away. Can anyone imagine that? The letter was returned to Oakdale.

Records show that this cloud began to gain fury at Wyeville and spent out near Elroy, having traveled an estimated distance of forty miles. To give a description of this demon, it had a ground spread of at least three hundred feet and would remind one of a revolving disc on a big street cement mixing machine that creeps along on the ground and picks up all the sand and gravel it comes in contact with and conveys it to the mixing vat. Perhaps the fellow who invented these big mixers got his idea from the actions of a cyclone. One hundred feet from the ground it narrowed down to about fifty feet in diameter, then spread out again into the sky and gave it the appearance of a large flower urn bent at the narrowest point. And it wasn't traveling alone either. It had for a companion a small white funnel shape cloud that kept pace with it. This fellow had no ground spread but came to a point close to the ground. Undoubtedly he is the one that carries the electricity and does the cutting like cutting off big trees and driving straws into them. There were quite a number found that way. Three minutes after it changed its course the sun again appeared and no wind, yet we could hear that tornado roar twenty minutes after.

At Tomah, Long asked Engineer Green why he didn't go faster. "I was doing my best, Doc," said Green, "this old engine was getting the works with the lever down in the corner. I was just as anxious to get away from that bad actor as you were."

I doubt if any persons were ever as near to a tornado as we were that day and lived through it and it's hoping to never be that close again.

Marion Chapter

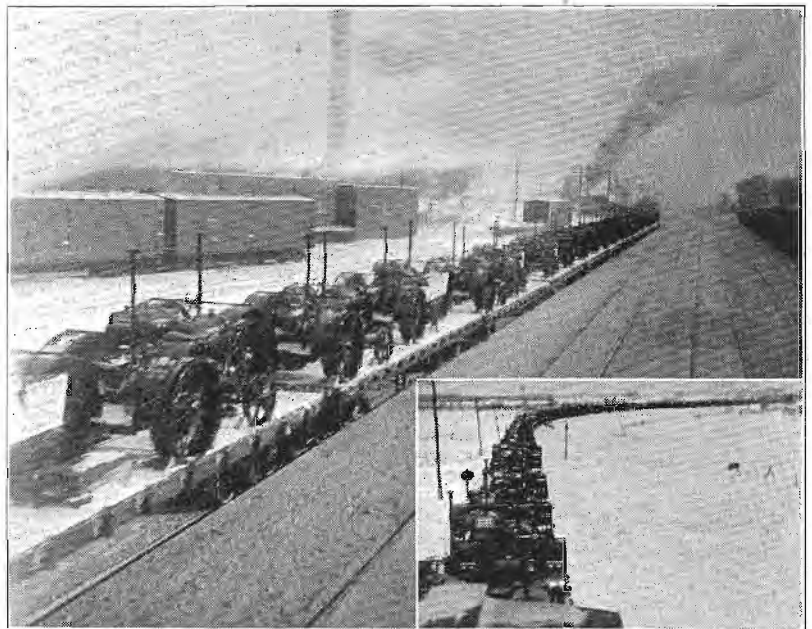
Mrs. Frank Keith, Historian

ON Wednesday, February 6, our president, Mrs. Jennie Vandercook, entertained the officers and committee chairmen at luncheon in the home of Mrs. Laura Kershner. Covers were laid for sixteen. The club colors, red and yellow, were carried out in the table decorations. The afternoon was spent at the home of Mrs. Vandercook where a round-table discussion was held. Plans for activities for the coming year were formulated. The remainder of the afternoon was spent socially.

A large number of members attended the regular meeting held in Memorial Hall, February 14. Reports of the various committees were read. Mrs. Stewart reported fifty personal calls; 35 telephone calls and 25 cards sent to the sick and bereaved.

Plans for the Easter Ball which will be held April 1 were discussed. After the business meeting, there was a Valentine exchange and tables were arranged for cards. Refreshments were served by the officers and committee chairmen. All reported one of the most enjoyable meetings ever held.

News came of the promotion of Superintendent M. J. Flanigan to the position of Assistant to General Manager, with headquarters at Chicago. We were pleased to hear of his promotion, but we are certainly sorry to lose his good wife, but what is Marion Chapter's loss will be Chicago's gain. We hope to keep her here for a few months yet.



Two solid trainloads of tractors moving from the factory of the Hart-Parr Company at Charles City, Iowa, via The Milwaukee. These machines are consigned to various points west, and The Milwaukee received the long haul on both consignments.

HELP WANTED

LOADING
FULL CAPACITY

INCREASES
CAR SUPPLY

∞ UNITE FOR HEAVIER LOADING! ∞

Company Coal Distribution

MUCH has been said in the past about economies effected by the prompt and proper handling of loaded and empty cars, reduction in per diem expense and improvement in average miles per car per day.

Large economies can also be brought about in the handling of company fuel not only in the matter of conserving car supply which has its effect on per diem expense as well as improving the average miles per car per day, but also in the total cost of providing the fuel for operation of our locomotives, stationary plants, etc.

It has been said that fuel is one of the largest, if not the largest single item of expense on a railroad outside of wages, therefore finding a means of getting along with a minimum supply of company coal on hand reduces the amount of money tied up in a fuel supply as well as reducing the number of equipment units that is necessary to properly protect the supply, thus releasing a larger number of cars for general commercial service which in turn avoids the necessity for using foreign cars for local service, decreasing the per diem expense and increasing the average miles per car per day.

Company fuel is distributed between divisions by the Transportation Department, the Lines East being taken care of by the Chicago office and the distribution on the Lines West being handled by the Seattle office. The Transportation Department receives a report daily from each division known as the "6:00 P. M. Company Coal Situation," form 1786, which shows the amount of company coal in tons, in sheds or stock piles, or cars on hand at the various points on each division. This report also shows the number of cars in transit to other divisions, indicating the division to which destined, the number of cars delivered to connecting divisions since the previous report and once each week the report shows the total number of tons of coal consumed at various points on the division during the week.

In general the consumption during the preceding week, together with our knowledge as to the volume of business being handled which, of course, increases or decreases at certain periods of the year, is used as a guide to determine the amount of coal to be purchased during the ensuing week.

It is the general practice at the present time to maintain a supply of company coal on divisions or in transit equal to ten days consumption, it of course being necessary to vary this from time to time in line with general business or weather conditions. For example, when going into severe winter weather it is found de-

sirable to increase the supply in the Northwestern District in view of possible weather interruptions; likewise when going into the heavy grain loading season, etc., it is necessary to build up the supply in advance so there will be no question about sufficient coal being on hand at all times to amply protect the service. At the same time it is desirable not to have an excess amount of coal on hand not only because of the expense, but also because the longer coal is exposed to the weather, the less efficient it is when finally used, which is one of the reasons that it is desired to unload company fuel in the approximate order in which it is received at destination.

The figure of ten days' supply on hand includes the total coal on the railroad, whether at destination or in transit and as coal is frequently a week or two in transit to stations located farthest from the source of supply, it will be seen that the margin is not very large and that generally speaking the individual division under this arrangement will have but a three or four days' supply on hand with an equivalent supply in transit on various divisions enroute to consuming division. The number of cars of company coal carried on hand varies throughout the year from about 1,600 to 2,500 carloads per day.

The coal reports, when received each day are carefully analyzed and recapitulated on a general situation report and the various instructions that are necessary are issued from day to day to increase the supply on hand in certain territories where it is lower than it should be, decreasing the movement to other territories which have more than the required supply on hand, these situations usually developing as a result of a sudden reduction in business on some individual division or slow-up in the movement on other divisions enroute, it being the general plan that all revenue business be moved in preference to company coal. It is unusual to be obliged to handle company coal in preference to revenue business, although that is occasionally necessary, particularly during severe weather, when the tonnage of all trains is necessarily reduced and fuel consumption increased.

One of the most annoying features in connection with the company coal distribution is the errors occasionally made on these daily coal reports, a division going along for days reporting a certain amount of coal on hand and then suddenly as a result of a special inventory finding that they have only a fraction of the amount on hand they had been reporting, thus making it necessary in the emergency to divert coal enroute to other divisions to relieve the situation which, of course, unbalances the entire program that had been mapped out and very often it is a week

or ten days before the entire situation can be completely readjusted and the amount of company fuel restored to the previous orderly movement. Much the same situation occurs when a division as a result of an inventory find that they have more company coal on hand than they had been reporting and too much cannot be said about the necessity of having these reports show the correct situation each day if the greatest possible economy is to be worked out in connection with this feature of our operation.

It is the plan so far as possible to supply company coal to mechanical sheds in drop bottom cars to reduce the cost of handling. However, our drop bottom cars are also in heavy demand for handling commercial business, and, therefore, it is not always possible to give mechanical sheds 100 per cent drop bottoms, but when that is not done it is not through any lack of effort on the part of the coal distributor, but to conditions beyond his control.

William E. Waymack

THE death of Night Car Foreman Wm. E. Waymack which occurred at his home at Savanna, March 6, was learned with deep regret by his many friends and co-workers. Mr. Waymack was 69 years of age, and had been in continuous service for the company for 47 years. He retired December 31, last, due to his ill health. About three years ago Mr. Waymack was stricken with a slight stroke, and while he was again able to return to duty, never regained strength and his death was due to cerebral hemorrhages. In early life, Mr. Waymack worked on the east coast, traveling up and down the Atlantic coast as far as Cuba. He came west in 1881 and helped lay rails for the first Milwaukee Railroad through Iowa, riding the first train that ever went to Tama, Iowa, at that time working with a construction crew. Mr. Waymack was reserved in his manner, a staunch friend to all, and possessed sterling qualities. Many years of his life were devoted to faithful and conscientious service to the company, and will be greatly missed by co-workers and officers. Mr. Waymack gave several good papers at the Savanna Safety First meetings and was interested in the Safety First movement. He was affiliated with the Modern Woodmen and Milwaukee Veteran's Association. Those who mourn his death are his wife, a daughter, Mrs. Henry Airhart of Savanna, and a son, W. W. Waymack, associate editor of the Des Moines Register at Des Moines, Iowa, six grandchildren and many relatives living in Virginia. Funeral services were held from the Methodist Church of Savanna of which the deceased was a member, and largely attended. Interment was made in the Savanna Cemetery. Profoundest sympathy is extended to those who sorrow in their bereavement.

The Milwaukee R. R. Women's Club

Marion Chapter

Mrs. Frank Keith, Historian

THE regular meeting of Marion Chapter was held January 11, in Memorial Hall. A pot luck luncheon was served at one o'clock to about fifty members. On account of the extreme cold weather the attendance was not as large as expected, but all reported a splendid time. Immediately following the luncheon a reception was given in honor of Mrs. A. J. Elder, wife of the new superintendent. In the receiving line were Mesdames Jennie Vandercook, A. J. Elder, Margaret Leming, D. S. Stewart, Thomas Costello, M. J. Clanigan, John Reardon and Clifford Bell.

Mrs. Cessford on behalf of the chapter, in her pleasing manner, presented Mrs. Elder with a bouquet of red roses; and Mrs. Hazel Barnoske, in her kind and winsome way, presented Mrs. Flanigan with a bouquet of jonquils and roses and Mrs. Vandercook with a bouquet of yellow roses.

The regular business was then taken up, Mrs. Flanigan acting as installing officer, assisted by Mrs. W. R. Barber as conductor. The following officers were installed: president, Mrs. Jennie Vandercook; 1st vice-president, Mrs. Robert Cessford; 2nd vice-president, Mrs. Ralph Saeger; secretary, Mrs. Margaret Leming; corresponding secretary, Miss Idelle Fullerton; treasurer, Mrs. Charles LeRoy; historian, Mrs. Lulu Keith. The following committee chairmen were appointed: Sick and Calling, Mrs. D. S. Stewart; Flower, Mrs. W. R. Barber; Sunshine, Mrs. Thomas Costello; House and Purchasing, Mrs. L. R. Blackledge; Membership, Mrs. F. J. Hardenbrook.

The chairmen of the various committees reported the club in a flourishing condition. Many new members have been reported and our goal for 1929 is one hundred per cent membership for Marion Chapter.

We were very much pleased to have a few words from Mrs. Elder, after which the meeting closed for the social hour.

Our chapter extends heartfelt sympathy to Mr. Buckley and family in the loss of a loving wife and mother. We very much regret to write of the accident which happened to Engineers Roscoe Stevens and Leonard Burrows, Firemen Earl Daley and Henry T. Dersch, traveling on the Calmar Line January 4. They are getting along as well as can be expected.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

ON Tuesday, February 19, the board met in the home of Mrs. T. G. Oxley, with Mrs. E. A. Murphy, Mrs. T. H. Calligan and Mrs. Charles Keane assisting hostesses. Luncheon was served to 17 members at one o'clock. The afternoon was devoted to reports and discussions on welfare work and to planning for a card party and a "Giggs" dinner for the regular meeting.

On Monday, February 25, the regular meeting was held with an unusually large attendance. The drawing card for the evening was the much talked of "Giggs" dinner. Mr. and Mrs. Giggs were there to greet everyone as they came. The high lyric soprano voice of Mrs. Giggs received hearty applause. After dinner the meeting was called to order by Mrs. Buechler. The reports were given by the different committee chairmen, all of which showed fine activity in their work.

Mrs. Gamel reported that after serving the dinner at 25 cents per person, \$3.36 was real-

ized for the treasury. Much credit is due Mrs. Gamel to provide corned beef, cabbage, potatoes, rolls, butter, pickles, apple pie and coffee to such a large crowd and turn over anything at all to the treasury.

Terre Haute Chapter

Alice M. Church, Historian

ABOUT seventy-five members and their families met at the club house on February 21, for a pot luck supper. It is needless to say that everybody had plenty to eat and a fine time. After the supper, a very enjoyable program of instrumental music was given by four men from the Car Department, as follows: Mr. Cornell, guitar; Mr. Hall, banjo and Hawaiian guitar; Mr. Muench, mandolin; and Mr. Meyers, saxophone, French harp and Jews harp. These men have broadcast several times over the radio and are certainly very good. A musical reading and recitation was given by Mary Alice Purcell, which was very much enjoyed. Mary Alice is only three years old and was very good for such a tiny tot. Carman Ruth Purcell also gave several readings which were very good. Community singing held full sway for a while and with some practice we may be able to sing some of our railroad songs and parodies.

The men enjoyed a game of cards, while the business meeting was conducted by our new president, Mrs. R. M. Blackwell. Since the last meeting, new silverware, glassware, towels, and other supplies have been purchased for the club house. Cards of thanks were read from members of the club who were remembered with flowers when sick. We are glad to report that Mrs. Kenney, past president, has left the hospital and is much improved. Mrs. Kenney was injured in an automobile accident in December. Our sympathy is extended Mrs. C. W. Pearce, on account of the death of her mother. The resignation of Mrs. Gogswell, historian, was accepted and Alice Church was elected.

Some of the general officers are planning to visit Terre Haute in the near future and an invitation has been extended them to be present at our next regular meeting on March 21.

On February 27, a card party was held in the club rooms and a most enjoyable evening was spent by everyone present. Mrs. Corrinne Klaus won the beautiful bedroom lamp which was given as a prize.

La Crosse Chapter

Mrs. Paul K. Mahoney, Historian

LA CROSSE CHAPTER held its first meeting of the New Year in the club rooms, Thursday, January 3rd. The meeting of the chapter was opened by our new president, Mrs. N. J. Weber. Mrs. Elsie Rogowski read the minutes of the previous meeting, and our treasurer, Mrs. Robena Keavney, read the financial report for the past year, which was very satisfactory to all of those present. During the month of December two Christmas parties were held: one for the children and the other for adults. The club rooms were very beautiful. It showed that a good spirit had been expressed in planning the parties.

Thursday evening, February 7, the second meeting of the New Year was called to order by the president, Mrs. N. J. Weber, after which a very interesting talk was given by Secretary-General Miss Lindskog of Chicago. She expressed her opinion on our chapter as

favorable and could see that we were doing the best in all things that we had undertaken to do. The prizes to be awarded to the largest chapter membership, and the cook book to be bought by chapter members were stressed upon by her. Now that the La Crosse Chapter has a goal to reach during the year 1929, let's go!

The series of card parties to be held by the chapter were started January 15, at which twenty tables were filled, and the second, which was held on January 29, 15 tables were filled. Many beautiful prizes were awarded to those who proved their skill in that art of playing.

This chapter is now busy sewing for our coming bazar which is to be held later this year. Tuesday afternoon, February 19, a goodly bunch were present at the club rooms to sew and much was accomplished. After the sewing a light lunch was served.

This chapter extends a hearty welcome and invites visits from sister members when they can find it possible to attend.

Savanna Chapter

Mrs. R. G. Heck, Historian

THE following members assumed their respective offices at the January meeting of the Savanna Chapter:

President—Mrs. Chas. Seitzberg.
First vice-president—Mrs. Anna M. Bahne.
Second vice-president—Mrs. Fred Hungerford.

Treasurer—Mrs. Wm. Hardcastle.
Secretary—Mrs. H. Blossingham.
Corresponding secretary—Mrs. George Lanning.

Assistant corresponding secretary—Miss Delia E. Cush.

The committee chairmen appointed for 1929 are as follows:

Ways and Means—Mrs. Wm. Sheetz.
Mutual Benefit—Mrs. Chas. Smola.
Sunshine—Mrs. Wm. Waymack.
Membership—Mrs. W. M. Thurber.
Social—Mrs. Chas. Gradt.
House and Purchasing—Mrs. George Phillips.
Auditing—Mrs. Thomas Bradley.
Scholarship—Mrs. Fred Cole.
Constitution and By-Laws—Mrs. John Brearton.

Publicity—Mrs. R. G. Heck.

The board of directors sponsored a card party in the club house on the afternoon of February 11, this event was quite a success, both socially and financially. A committee of members had a bake sale the first part of March and the play "Mammy's Lil' Wil' Rose," three-act comedy was presented March 5 and 6 at the St. John's Parish Hall. Those taking part in the play were: Kenneth McCall, Mike Crowley, Don Wolfe, Maurice James, Adolph Haas, Mrs. Geo. Lanning, Mrs. Chas. Seitzberg, Mrs. Wm. Laing, Mrs. Wm. Sheetz, Miss Lucy Webster, Mrs. Grant Dahl and Mrs. Bert Fuller, under whose direction the play was given.

We had a great deal of sickness among the members and several deaths. We extend our sympathy to Mrs. Wm. Waymack, Mr. J. J. Flannigan of Davenport, and Mrs. H. Kressin and family of Davenport, all of whom lost dear ones recently.

Our Mutual Benefit and Sunshine committees have been very busy during this winter taking care of the many calls made upon their committees.

Council Bluffs Chapter

Olga M. Rooney, Historian

ON November 21, Council Bluffs Chapter held an oyster supper, dance and card party for all employees and their families. A turkey was given as door prize and a pretty quilt made

by Mrs. John Schonberg was raffled during the evening. Due to the flu epidemic it was thought advisable to omit the Christmas tree, but the committee met and filled sacks of candy and with the help of their husbands delivered a sack to each Milwaukee child.

At the January meeting the following officers were installed: president, Mrs. E. M. Lee; 1st vice-president, Mrs. John Brigle; 2nd vice-president, Mrs. S. E. Hollingsworth; recording secretary, Mrs. Hugh McLean; corresponding secretary, Mrs. Herman Jensen; historian, Mrs. H. E. Rooney.

A benefit Bridge was held at Eagles' Hall, January 23, but due to the bad weather we had a poor attendance. As an advertising feature, the Electric Shop at Council Bluffs pays 25 cents per member to clubs visiting their model kitchen and our club is planning to take advantage of this offer April 16.

The Council Bluffs Chapter extends to Mrs. Gallagher, our past president, their sympathy in her bereavement. In the passing of Mr. Gallagher this chapter has lost a staunch friend and loyal supporter. He always gave us his hearty co-operation in everything we tried to do.

Sioux Falls Chapter

Mrs. H. B. Olsen, Historian

OUR CLUB is highly elated over the fact we have won the \$25.00 cash prize for acquiring the largest percentage of increase in membership with a paid-up membership of 105. This was accomplished by the live-wire committee which Mrs. J. R. Bankson sponsored.

On February 22, we held a Washington's birthday dance at the passenger station and a goodly number turned out. Each and everyone report a most enjoyable time.

Our president, Mrs. A. B. Main and family, visited relatives in Madison, Wis., the latter part of February. While there Mrs. Main was taken ill with a severe attack of tonsillitis. At present, while much improved, she is still feeling the bad effects of the illness.

The regular monthly meeting was held at the club house on March 12, with a good attendance in spite of the disagreeable weather. Business centered on the public dance which the club will give at the Arkota ballroom on April 11. Arrangements were completed and tickets have been distributed to various members which will be sold in advance. A free trip to the Black Hills will be given the most popular person at the dance.

The club served a delightful lunch at the Safety First meeting which was held on March 11, in the passenger station.

Tomah Chapter

Mrs. Herman Lanke, Historian

THE regular monthly meeting of Tomah Chapter was held in the community rooms of the public library, March 6.

The meeting was opened by the club motto and singing of two songs: "The More We Get Together" and "America."

Our president, Mrs. Wm. Brown, read a number of interesting letters stressing the annual Get-Together Luncheon at Chicago, being held in October, urging all members to go.

February 23, a play was given by members of our club. It was opened by a solo sung by Mrs. Mary Sowle, followed by the play "Morning Callers," including the following cast:

Grandma	Mrs. F. Brown
Mother	Mrs. A. Harris
Johnnie	Mrs. E. May
Susie	Miss A. Last
Mary	Mrs. H. Neitzel
Sally Jones	Mrs. R. Fuchs
Polly Spinster	Mrs. Smith
Pedler	Mrs. H. Lanke

Mrs. Wm. Brown and Mrs. F. Brown sang a duet, a piano solo by Ellsworth Hovey, followed by the pageant of the countries:

America	Mrs. H. Protz
Columbia	Mrs. C. Prochaska
England	Mrs. Wm. Hovey
France	Mrs. M. Sowle
Russia	Mrs. C. Hendricks
Scotland	Mrs. M. Gibbs
Germany	Mrs. E. Hovey
Ireland	Miss T. May
Italy	Mrs. Fredricks
Holland	Mrs. S. Oden
Spain	Mrs. S. Goff
Japan	Miss A. Last
Switzerland	Mrs. H. Wombill
China	Mrs. E. Poquette



The Morning Caller Cast.

A full house enjoyed the entertainment, the Goff children completing the program with a song.

Our Ways and Means chairman, Mrs. Wm. Hovey, reported the quilt blocks finished, appreciating the quick response of the members. April 2, an afternoon tea is being planned, when the quilt blocks will be judged and prizes awarded. Each member was asked to bring new patterns of various kinds, which are to be exchanged among our club members.

We then enjoyed a program arranged by a committee:

Recitation by Manard May.

Piano solo by Gertrude Brown.

The Bear Story by Edith Cole, and an exceptional piano solo rendered by Mrs. Toohey.

The Sunshine committee reported a number of sick calls and issued cards to others, also that a sum of twenty-five dollars (\$25) was loaned to an employee.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE regular meeting of the Twin City Chapter was held Monday evening, March 4, in Masonic Hall, Minneapolis.

Our president, Mrs. Bannon, opened the meeting by having the club motto read after which the chairmen of the different committees had very interesting reports to make.

Mrs. Turney of the Ways and Means committee, sponsored an entertaining and successful "Bridge and Five Hundred" party given February 22, at the New England Tea Rooms. She and her committee are now making elaborate plans for a "Gallatin Gateway" dance, to be given April 6, at the New Nicollet Hotel. We hope to make it a grand success.

Mrs. Holbrook, our Welfare chairman, and her committee are kept very busy this cold weather; they have made sixty personal visits and forty telephone calls in addition to many cards of sympathy sent.

Mrs. Sainsbury, chairman of Membership, is conducting a drive to obtain new members, and the chapter has offered two very attractive prizes to the ones securing the most members either new or renewals, voting or contributing, from January 1, 1929 to May 1.

After the business meeting had adjourned our Program chairman, Mrs. Mueller, had planned Bridge and Five Hundred as the entertainment for the evening.

Mrs. O'Neil, the Social chairman, was out of town on account of the illness of her brother, so Mrs. Rook and Mrs. Young acted as hostesses and served a very delicious lunch consisting of coffee, cake and doughnuts.

We were very glad to welcome such a large number at our meeting and hope they will all be present each month and induce other Milwaukee Railroad friends to accompany them.

Ottumwa Chapter

Mrs. James B. Davis, Historian

THE OTTUMWA CHAPTER finished the second month of 1929 and are happily on their way through March, everyone on their toes to increase membership and help our afflicted Milwaukee families.

Each week a gift is sent to one of the Milwaukee youngsters at Iowa City Hospital to lessen the weary hours and bring cheer to her.

When it comes to having dances and making money thereby, the young ladies of our club deserve a handshake. Mrs. A. C. Daacke, Catherine Gohman and "Jerry" Long were at the head of our Fifth Annual Carnival Dance held February 11, at the Armory, and old and young enjoyed the wonderful music and danced till the wee hours.

Business meetings were held in our club house February 8, and after the social meeting the 22nd.

The social meeting on the 22nd of February was enjoyed by all present. Cards furnished a pleasant time, Mrs. Orvis winning door prize and Mrs. Hoppe captured first prize. Refreshments were served by the following committee: Mines. W. A. Wendel, C. D. Mitchell, Perry Grubbs, Earl Welch, W. H. Vosburg.

On February 25 Mrs. Hannon gave a card party to swell our funds. There were 18 tables of Bridge. Lovely refreshments were served and lovely prizes presented to the winners.

We are a happy group over the purchase of a Sonora machine and it certainly is nice for social afternoons.

Mrs. Hannon and Mrs. Gibson are in Excelsior Springs for a few days' visit.

Mrs. Rhuland and granddaughter Charlene, have just returned from an extended visit in Osawatimie, Kansas.

Mr. Will Reynolds has been seriously ill at his home but is reported much improved.

We think if each month finds us as peppy as in the past we will beat our 1928 record which was above par.

Des Moines Chapter

THE regular monthly meeting of the Des Moines Chapter of the Milwaukee Women's Club was held in the club rooms on the evening of February 22. After the business meeting several tables of cards were played, followed by a delicious luncheon served by the Social committee. The attendance was good considering that it was a severely cold evening.

Wausau Chapter

Bertha Hohn, Historian

A DELIGHTFUL variation from the usual routine of monthly meetings was enjoyed by our members on March 12, when they journeyed to Tomahawk to spend the day as guests of Tomahawk members.

Forty women from Wausau, three from Merrill, two from Wisconsin Rapids, and one each from Cassian and Irma, made the trip and spent a joyful and never-to-be-forgotten day.

Three of the hostesses met the party on arrival of the morning train, divided them into three groups, each lady conducting a group to her home where they were served with coffee and doughnuts.

The groups were called together at noon at the home of Mrs. J. F. Flanagan, where the business session was held, with president, Mrs. Czamanske, presiding. Seven new members joined at this time.

Next in order came the delicious one o'clock luncheon, with covers laid for sixty.

The luncheon was given at the home of Mrs. O. K. Welty, mother of Mrs. Sieseunop, followed by an afternoon of Bridge and Five Hundred, prizes going to Mrs. H. L. Vachreau, Mrs. Leo Ziebell, Mrs. D. O. Daniels, and Mrs. C. H. Conklin.

During the afternoon Mrs. Geo. Theiler sang a group of beautiful solos.

Before train time rolls, cake and coffee were served to the guests, and when the visiting members boarded the train it was with a feeling that they had been royally entertained, and shown every thoughtful courtesy that was possible.

The hostesses who planned and carried out this wonderful event were: Mesdames H. L. Hilderbrandt, J. F. Flanagan, W. F. Bingham, Louis Schultz, Oscar Sutherland, Robert Barton, Harry Norenberg, B. N. Boorman, Carol Sieseunop, Ed Urban, Frank Fredericks, and August Krueger.

Three Forks Chapter

A REGULAR MEETING of Three Forks Chapter was held in the club room, Tuesday evening, February 12. The Milwaukee Club and the Federated Women's Club had planned a meeting to which the public was invited. Mrs. Olga Ross Hannon of Bozeman Agricultural College, was to have given a talk on India. Because of the impassable condition of the roads the meeting had to be postponed. Later the Three Forks people will be given an opportunity to hear Mrs. Hannon. Watch for the date.

A committee was appointed to plan for a dancing party for the young people.

Mrs. Davies, a former treasurer of the chapter, was a visitor from Bozeman Hot Springs. Mrs. Davies is convalescing from burns received when their home was destroyed by fire. She will forget her pain for a while when she unpacks the boxes we have sent to her. The club gave a miscellaneous shower for the family. It was such fun. Every member of the chapter wanted to have something in that box with her name on it and contributing members were as keen to have their names in the box as the voting members.

After the regular business the members played cards while the hostess committee prepared a dainty lunch. About forty ladies were present. Everyone come out next meeting and help bring that number up to eighty.

The chapter wants the gentlemen to know that they are invited and urged to come and play cards. Mr. Beatson said he would have been there last time, but he had to stay home and take care of "Mickey."

Marquette Chapter

Mrs. Wm. Pohl, Historian

MARQUETTE CHAPTER held its annual election in December, last, and in January its new officers were installed as follows: president, Mrs. John Stuckey; 1st vice-president, Mrs. Wm. Field; 2nd vice-president, Mrs. H. Cole; corresponding secretary, Mrs. O. F. Campbell; recording secretary, Mrs. D. J. Herron; treasurer, Mrs. Wm. Graff. Chairmen of Committees were appointed as follows: Ways and Means, Mrs. L. Hohman; Relief, Mrs. A. Rehm; Sunshine, Mrs. A. Montous; Scholarship Fund, Mrs. E. O'Rourke; Historian, Mrs. Wm. Pohl.

In December our chapter raffled a beautiful cedar chest filled with very useful and dainty

things donated by members, which netted us \$204.92. The chest was won by Mrs. Ed Beckwith. In February we gave a card party netting us \$6.82 and also rented our club house on which we made \$6.00. We are now planning a membership drive in which we aim to make our chapter one hundred per cent.

Portage Chapter

E. Bloomfert, Historian

PORTAGE CHAPTER entertained at a very pretty Colonial tea on Wednesday, February 20, at which George and Martha Washington were present in the costumes of that period. The club rooms were artistically decorated and ladies dressed in costume served tea to the many friends who called between the hours of two and five o'clock. Our party proved a great success socially as well as financially.

Beloit Chapter

Mrs. A. C. Morrissey, Historian

AN Englishman went into a restaurant in a New England town and was served the first course—a delicacy unknown to him. Asking the waiter what he was eating, he said: "It's bean soup, sir."

In much disgust the Englishman said: "I don't care what it's been, I want to know what it is."

That is the way with these notes sometimes—they've "been" news although at times sound stale.

Our March meeting was held as usual in the Legion Hall with a very good attendance. After the business meeting Mrs. Wheeler had some very interesting people entertain us. Coffee and cake were served.

Mrs. Barrett and her co-workers are certainly making our meetings interesting. She announces the April meeting is to be a costume party, all those not in fancy dress must pay a fine.

We have just passed our fourth birthday and our record shows we've done remarkably well. There has been just lots and lots of work mixed in with the play but when we think of the loads we have lifted from the shoulders of some unfortunate employe we are more than repaid. We are always ready to "lend a hand."

Mr. and Mrs. Woodworth have been transferred to Beloit from the Milwaukee Chapter. Cheer up, Milwaukee, your loss—our gain. We'll promise to keep them both so busy they won't get homesick.

Mrs. Brice is off our sick list and among us once more.

Mrs. Spear has been taken to our new hospital for treatment.

A bake sale was held March 9, for a needy case that came to our attention. Forty dollars was cleared.

Patricia Ann arrived at the home of Mr. and Mrs. Butler almost in time to be a Valentine.

We are so sorry to have to report the death of one of our office girls, Mrs. Clara Langtry, or "Lily," as she was known to all. She is known all over this division and will be sadly missed. She was also correspondent for the R. & S. W. Items for this Magazine.

Green Bay Chapter

Mrs. James Hanahan, Historian

ONE of the most enjoyable and successful dancing parties given by the Green Bay Chapter was held at Moose Hall, February 9, under the Ways and Means chairmanship of Mrs. Axel Anderson and her committee, consisting of Mrs. Richard Occasion, Mrs. Leo Burns, Mrs. Geo. Bloomer, Mrs. Herman Huth, Mrs. James Hanahan, Miss Julia Johnson and Miss Catherine Browning.

Over 150 couples danced to the strains of Patzke's Nighthawks. Favors and hats were

distributed and it surely helped to get the crowd acquainted. A most wonderful time was reported by all who attended. Here is hoping that Mrs. Anderson will repeat this soon, as everybody is waiting for the next one.

Wednesday, February 21, our regular social afternoon was held in the club rooms. Bridge and Five Hundred being played, high scores going to Mrs. Geo. Bloomer and Mrs. Ray Clark. Refreshments were served at the close by Mrs. H. C. Ballard.

Our monthly business meeting, March 7, was opened promptly at 8 o'clock by our president, Mrs. C. B. Cheaney, with the recitation of our club motto by all members present.

Reports were read by all committee chairmen. Mrs. Axel Anderson, chairman of the Ways and Means, gave the most wonderful report on her dancing party of February 9, and wishes to thank all her committee for their help and co-operation.

The club gave a rising vote of thanks to Mrs. Anderson and her committee for the splendid work they did to make the dance so successful.

Mrs. M. E. Hastings, chairman of the Sunshine committee, reported a lot of work done the last month.

This closed our meeting after which cards were enjoyed, high score going to Mrs. Geo. Gunn. Light refreshments were served. Our next social meeting will be held March 21, Wednesday afternoon, and we are looking for an extra large attendance.

Black Hills Chapter

Florence E. Uhlir, Historian

LISTEN, FOLKS! Here's a good one: On Monday evening, February 25, the gentlemen members of our club entertained. It was a real evening.

Mr. Fred Diehl was chairman of the program committee and everyone voted him as good in that position as he is engineer.

At any rate it was an ideal way of bringing out folks' hidden talents, thus finding out that some of our members are accomplished musicians. In addition to this we were favored with some high class jiggling by two of our oldest members. It only takes a night like that for one to forget their age and be young once again.

D. A. Kemerling, section foreman here, as his part on the program handed a list of twenty-six members to the chapter, which included the following names: Messrs. and Mmes. D. A. Kemerling, E. L. Feddera, P. H. Humphrey, James Raros, Ben Eoby, Chas. Kuckleburg, Boyden, Jim Sullivan, Eddie Boland, Ralph Boland, Harry Morris, Samuel Morris and daughter, Russell Remmert and mother, Mr. and Mrs. Frank Grace.

Card playing followed the program after which came a delightful lunch consisting of oyster soup, pickles, doughnuts and coffee.

It was strictly a men's evening and judging from the ability with which every detail was handled they must all receive efficient training at home.

At any rate it was voted as one of the best evenings this year with the hopes that it might repeat itself again.

Milwaukee Chapter

Leota Schultz, Historian

THE main event on the program for the Milwaukee Chapter at present is its Fifth Annual Dance and Card Party, to be held at the Auditorium on April 20. There will be a door prize of \$10.00 in gold. Tickets may be obtained from any member. Donations for prizes for the card games will be welcomed.

Two needy families were given financial aid this last month, one of the families having been given aid on a previous occasion.

The tickets for the card party held at the Gridley Dairy Company were disposed of so quickly that many more than the limit set by that company could have been sold. The net receipts of the party were \$43.

The members are reminded that their membership is not counted until their 1929 dues are paid. Do not delay in having your membership renewed.

Mason City Chapter

Mrs. M. M. Wolverton, Historian

AT the February meeting of the Mason City Chapter which was held on the 26th, we were given a very interesting program. W. R. Hamilton, president of the University of Commerce of Mason City, addressed the members of the club on the virtues in the character of Abraham Lincoln as applied to one's own life, particularly tact and sociability. Included on the program was a fine piano solo by Miss Florence Palmer. Mrs. MacAndrews and her committee furnished the refreshments for the occasion.

As usual, the meeting was opened with the song, "Boost Milwaukee," followed by the giving of the club motto in unison.

Mrs. W. F. Ingraham, president, made the suggestion that we have a club scrap book, in which clippings about our club and other notes concerning our big Milwaukee family should be pasted. In other words, it is to be a memory book that will be at the disposal of all to see and enjoy. If the book is kept up in an attractive manner it will be interesting in years to come to glance it over and reminisce about.

The Ways and Means Committee staged a very successful George Washington card party on Friday evening, February 22. Bridge and Five Hundred were played at nearly twenty-five tables. Prizes were awarded for both card games. The committee in charge served delicious refreshments, after which the party dispersed, eagerly looking forward to the event of another Milwaukee Women's Club card party.

Bensenville Chapter No. 3

Louise Suter, Historian

A BOARD meeting preceded the regular monthly meeting of Chapter No. 3, at the club house on March 6, President Sutherland presiding. Benefit Chairman, Mrs. John Bartholmay, turned over her work temporarily to Mrs. Emil Hugdahl and Mrs. Joseph Bodenberger, as she is leaving for Portland, Ore., for an extended visit with her two sons. Arrangements were made for medical care and clothing for one of the club's charges.

Mrs. Lee, membership chairman, reports forty-five voting and sixteen contributing members at the end of February, with prospects of a great many renewals shortly.

The Social Chairman, Mrs. John Valentine, announced a pot luck supper for members and their families at the club house, March 16. Cards for the adults and games for children will follow the supper.

Plans are being made by the Ways and Means Committee, Mrs. W. A. Rands, chairman, for a benefit movie at the Center Theater sometime during the month.

Our librarian, Mrs. Hugdahl, reports an increase of seventeen books during the month of February, five of which were donated. This makes a total of 646 volumes, 94 of which were distributed in February.

A Reciprocity and Past-Presidents' Day to be held at the May meeting was announced by Mrs. Jesse Capoot, program chairman.

Members of the club welcomed Mrs. Katie Schnell of Franklin Park, who has been absent for a considerable length of time in La Crosse, Sac City and Denver.

Two new members, Mrs. Louis James and Mrs. Linderman, were present at the March meeting.

A very interesting program, followed by refreshments, was given at the close of the meeting. The entertainment consisted of the following numbers:

Two readings by little Miss Mary Catherine Di Vall, daughter of our past president; a reading by Mrs. Bradford and two violin solos by Lorelle Ball, accompanied by Mrs. Francis Suter. Winners of the high school declamation contest then favored us with their selections. Miss Isa Miller, winner of oratorical division, Miss Ruth Render, dramatic, and Miss May King, humorous, were the students who appeared. The program was closed with songs by one of the club's favorite teachers, Miss Doris Coombs.

Mr. and Mrs. R. C. Oswald, Jr., announce the birth of a son, Robert Charles, on February 12, at Westlake Hospital. Mr. Oswald is a machinist at the Bensenville shops and Mrs. Oswald, the auditing chairman of the club.

Aberdeen Chapter

Winifred Rubertus, Historian

OUR March meeting took place on the 7, with Mrs. Nee in charge. We had quite a goodly number in attendance, but not as many as our wonderful program, which took place at the close of the business session, merited.

During the past month we have not been at all active socially, due to the Lenten season intervening at this time. However, we have not been inactive otherwise. We have all been after members, and due to that fact, our membership has soared. We have also been taking care of a number of needy families and providing them with the necessities which they lack.

After the adjournment of the business meeting, we were entertained by Miss Bernice Matz, with a musical drawing, accompanied on the piano by Miss Knight. The Candy Chorus, composed of Alice Letherer, Jean Stewart, Roberta Busse, Dorothy Gossard, Esther Flolo, Gwendolyn Hye and Mary McNeary, under the direction of Marian Nelson, then gave us several dance numbers. Rev. Wm. Kraushaar closed the program with a very interesting and illustrated talk on his travels and experiences in New Guinea.

At the close of the evening a very delicious lunch was served with Mrs. P. H. Nee, Mrs. R. P. Kauppi and Mrs. F. Burdick as hostesses.

Dubuque Chapter

Mrs. T. P. Jones, Historian

THERE was a good attendance at the regular meeting held in Eagles' Hall, Thursday, March 7, with our president, Mrs. F. E. Leonard, officiating.

Reports from the various chairmen showed much activity during the past month.

Mrs. A. F. Leffert, assisted by Mrs. J. W. O'Connor, had charge of a card party given Thursday evening, February 21. A prize was given at each table. A nice ham was given for consolation.

Another card party was arranged for March 21, and a dance soon after Easter.

After the business meeting Mrs. O. Wellman had charge of a splendid program, which was followed by refreshments and a social hour.

Mrs. W. Keefe entertained the board members at her home, March 5. After a short business meeting the guests played cards at the conclusion of which the hostess served dainty refreshments.

Our meetings are held the first Thursday of the month in Eagles' Hall.

Fullerton Avenue Chapter, Chicago

Elsa M. Augustin, Historian

ONCE upon a time there was a large club that extended over a good share of the United States. One of the most interesting parts of this club was and is the one known as Fullerton Avenue Chapter, which meets in the lovely club rooms, at Fullerton and Southport Avenues, Chicago. At this chapter many pleasant hours are spent, interesting things learned and friendships are made. What makes life worth while more than good friends?

The meetings are held on the second Saturday of each month, and are presided over by our President, Mrs. W. W. K. Sparrow. Luncheon is served at 1:00 P. M. It was at such a meeting on March 9, that we had the extreme pleasure of welcoming to our group, Mrs. A. F. Merrill, who is such an interesting speaker and so well known. She spoke on current events, as well as on books, both fiction and non-fiction. When her story ended, we all felt we just had to hurry around and obtain some of the reading she recommended.

There is always a treat in store for all who take advantage of the opportunity to attend these meetings and our friends who enjoy cards will be delighted to know that that will be the program arranged for our April meeting.

Won't you come and bring a new member? We are all working hard to exceed by far our membership for the year 1928, and in this we ask your co-operation.

Austin Chapter

Mrs. Fred Valentine, Historian

AUSTIN CHAPTER entertained at a card party, held in the club rooms, February 21. Bridge and 500 were played at sixteen tables. Mrs. James Hogan won first prize at bridge and Miss May Hurs at 500. Delicious refreshments were served by the committee.

A picnic dinner was enjoyed by the members of Austin Chapter on January 12. After the regular business meeting, at which reports of the various committees were given, a fine program was enjoyed. Messrs. E. Ray Carey and Walter Varco gave interesting and instructive talks on life insurance; Mr. John Ahern favored with vocal solos. The rest of the evening was spent playing bridge and 500.

The Executive board held its regular monthly meeting March 7, in the club rooms. At one-thirty a delicious four-course luncheon was served in compliment to Mrs. Oscar McGee and her committee for their untiring efforts in behalf of the club. The decorations and menu were St. Patrick's Day colors. A clever toast in verse was given by the president, Mrs. McFarlane, expressing the sentiment toward the house committee. Mrs. McGee and her helpers responded in a pleasing manner.

In the business meeting which followed, much welfare work was reported during the preceding month. Plans were made for the next meeting, at which time Mrs. Eunice Rice will speak and display articles of interest acquired during her trip abroad.

A committee served a real "he-man's" lunch to the men, following the Safety First meeting held at Austin, March 11. About fifty men partook of sauerkraut, sandwiches, pickles and coffee. We wish to thank the men for their generous contribution following the lunch.

Channing Chapter

Mrs. A. J. Harnish, Historian

THE CHANNING CHAPTER held its regular business and social meeting Tuesday, March 5.

Meeting called to order by our president, Mrs. George Carey, and was opened by reading of the club motto and songs.

We had three new members.

Our library hours have been changed from 7 to 9 o'clock Saturday evening, to from 4 to 5 o'clock Saturday afternoon and 7 to 8 o'clock Saturday evening. Our books have been going fast and a new shipment is expected soon to reach the demand. The public is invited to make use of these books.

The Ways and Means committee is preparing a quilt for raffle at a later date.

The Sunshine committee reports a number of sick calls and gifts of flowers and cards for sick.

The sympathy of all the club members is extended to Mrs. Theo Peterson in the death of her mother and also Mrs. Stanley Johnston, in the death of her father.

Mrs. H. E. Hagan, Mrs. C. Huetter, Mrs. P. Maas and Mrs. E. Roell were the hostesses of the evening. Cards were played and refreshments served.

We extend a cordial invitation to guests to attend our meetings.

Our next regular meeting will be held on Tuesday, April 2.

Kansas City Chapter

Mrs. W. B. Jackson, Historian.

THE fourth anniversary of the chapter was celebrated on February 23, by having a dance and card party at Gladstone Hall. There were about eighty present. Music was furnished by Mrs. Massey's orchestra. Table prizes were given those who received the highest score at the card tables. Ice cream and cake were served and everyone had a very enjoyable time.

On February 9, a surprise party was given for Mrs. Hugh Zimmerman, formerly Miss Gene Lord. The club ladies presented her with a 32-piece set of pink glassware. In the contest Mrs. Baummer won the prize, a pretty handmade towel. Dainty refreshments, salad, sandwiches and coffee were served.

Mrs. John Baummer, our newly appointed social chairman, has proven herself very efficient thus far, and we hope to have many social activities during the year.

Mrs. E. B. Jones has been appointed chairman of Ways and Means committee, with Mrs. Price Cary assistant. With these two competent ladies our club will progress nicely, financially.

Mrs. Gage, mother of Mrs. John T. Sweeney, died at the age of 90 years, at Chillicothe, Mo., on February 2. The club extends sympathy to the bereaved family.

The mother of Mrs. J. F. Etter is still very seriously ill, also the mother of Mrs. John Leibracht.

Mr. and Mrs. W. H. Fesler are in California on account of Mr. Fesler's health.

Renewals for the year are being paid and several new members have joined our club. Much good work is being done by the club, such as making calls on the sick, sending flowers and cards and also donating coal, groceries and clothing where it is needed.

Tacoma Chapter No. 14

Mrs. Walter Jennings, Historian

THE regular meeting of Tacoma Chapter was held February 25. The attendance was large and the delicious lunch served by the committee was enjoyed by all.

Our Valentine card party was a great success and even the snow and ice that covered the streets did not seem to lessen the attendance, as the club rooms were crowded and all tables filled. The committee served refreshments after the playing.

We were indeed sorry to learn of the passing of Mrs. Kelley, mother of our president, Mrs.

A. D. Browning. We extend our deepest sympathy to Mrs. Browning in her loss.

Our chief interest at the meeting was the plans for a basket social to be held at the depot the night of March 16. This is our St. Patrick's party and an invitation was extended to all Milwaukee employees and their families. Our last get-together at the depot was such a success that everyone is looking forward to the party on March 16.

Mrs. McCoy won the prize for bringing in the most new members during 1928. Mrs. George Pyette, president of the chapter last year, donated the prize and made the presentation.

After the business meeting the ladies gathered in the club rooms for an afternoon of cards.

Ladd Chapter

Mrs. Dollie Hansen, Historian

LADD CHAPTER held its regular meeting March 6, in Knauf Hall, with Mrs. Joseph Learmouth presiding. Meeting opened by all repeating "club motto." Reports of the secretary and treasurer were read and approved; regular business was transacted; during the session it was decided to have a guest day and sack lunch at our next regular meeting, April 3, and we hope that some of the visitors will decide to join us as members. We feel as though we are growing, little by little. Several new members were added at the last two meetings.

After the business meeting Five Hundred and Bunco were played, and prizes were given the winners, after which all partook of dainty lunch, enjoyed by all.

Madison Chapter

A. D. P.

A POT LUCK supper was held in the club rooms January 31, and in spite of the extreme cold weather we had a good attendance. Food such as was served would draw any one out even in zero weather.

February 7 a Valentine party was held in the club rooms. Bridge and 500 were played and a dainty lunch was served. The room was filled to its capacity and all enjoyed themselves. Prizes were given for both bridge and 500.

The regular monthly meeting was held February 28, and the financial statement was read by Mrs. Corcoran. Ways for making money were discussed and Miss Winifred Fox, chairman of Ways and Means, had quite an idea, which we are trying out, and up to date it seems to be quite a success.

Some names of persons in need were given in and it was decided to look these people up and see what was needed to make them comfortable.

Due to the Lenten season no social affairs have been suggested.

The dispatchers' wives were hostesses at this meeting and we enjoyed several musical numbers by Miss Allen of McFarland who gave both vocal and instrumental numbers. Also Edward Agner who gave several violin solos, accompanied by Mrs. W. C. Kenny at the piano. A luncheon was served by the dispatchers' wives and it was a real treat.

Miles City Chapter No. 24

Mercedes McGrath, Historian

THERE was a record attendance at the meeting of Miles City Chapter held in the club room on February 22, there being 87 members present. Mrs. H. M. Gillick presided in the absence of our president, Mrs. Magette, who had accompanied the remains of her husband to his old home in North Carolina. The club members greatly regret the passing of Mr. Magette and extend their sympathy.

Several peppy songs, led by Mrs. Berg, with Mrs. Fulk at the piano, opened the meeting, after which minutes were read.

A food shower had been planned for a needy family, so all members came with some donation from their own supplies, and altogether it made a nice, generous box to send. Mrs. Gillick had personally called on the family and investigated the case; and also had sent a load of coal to them.

Mrs. Royce, the city school nurse, gave an interesting and instructive talk on the undernourished children in the schools, and the means taken to overcome this. Also she told about the camp planned for next summer in the Pine Hills, to help the children. She said they were always glad to have donations for the milk fund, and so the chapter voted to buy milk for all Milwaukee Railroad children in the schools if their parents were unable to do so; and they expressed their willingness to help with the summer camp later.

Reports of the various committees were read and much notice of the wonderful increase in membership was taken. We earnestly hope for a new club house, which is now a real necessity, so that we may have a comfortable place to meet.

Plans for a big dance were laid and tickets given out to sell. It is to be held in the depot April 3, and with all the support and enthusiasm Mrs. Gillick has, it should be a wonderful success.

Mrs. H. E. Riccus, 1st vice-president, will preside at the March meeting.

After some more peppy songs lunch was served by the following: Mesdames J. Flaherty, S. A. Mayo, C. D. Tarbox, Barry Glynn and W. H. Kelly. This closed the best meeting of the winter.

Mobridge Chapter

Dora Anderson, Historian

THE Mobridge Chapter met in regular session at our club room, on Monday evening, February 25, with an attendance of sixty-nine members.

A short business meeting was held and a report was heard from the governing board. Much good work has been accomplished by the new officers and the various committees. Fourteen dollars was realized from the bake sale held at the Travis Store on February 2. It was decided that we give a card party at our club room on Friday evening, April 5, to help replenish our treasury.

We were glad to have with us at this meeting our Past-President Mrs. H. M. Gillick, of Miles City, who gave a most interesting talk and many helpful suggestions.

A patriotic program was given, including Lincoln's Gettysburg Address, by Betty Conger, a vocal solo "Grand Old Flag," by Mrs. William Rose, which was rendered in her usual pleasing manner, she also responded to an encore. An interesting address, "Washington the Statesman and Lincoln the Patriot," by Mr. H. S. Freeman, Principal of the Mobridge High School, and a reading, "The Littlest Rebel," by Miss Kathryn Gore, which was thoroughly enjoyed by all.

Refreshments were served by a committee consisting of Mrs. Paul Ahrens, Mrs. Arvid Arvidson, Mrs. Ann Anderson and Mrs. Dora Anderson.

Our next regular meeting will be held on Monday evening, March 25.

LUCKY!

Old Gentleman: "Young man, when I started life I had to walk."

Young Motorist: "You are lucky. I had to be carried."



Raisin Week in California

THIS year Raisin Week is to be celebrated from April 22 to 27, and raisins will be featured in hotels, restaurants, dining cars, etc. Raisins in various combinations will be on all the menus, and there will be raisins to eat per se. And the health of the people will be benefited thereby, for all the world knows now about the vitamins and other health-giving properties of the succulent grape converted into a raisin.

All California will join in that April week in glorifying the raisin, and the great Raisin Growers' Association that has been the means of developing the raisin industry will maintain fiesta. In Fresno, the home of the raisin packing industry; in San Francisco, Los Angeles, Sacramento, San Diego and Pasadena there will be colorful pageants and out-door entertainment of a varied nature, to commemorate and celebrate the establishment of this great world industry.

Perry Chapter

Ruby Eckman

PERRY CHAPTER had a public supper at the club house March 2, which drew such a big crowd that everything was eaten and the ladies who cooked the meal didn't even get a chance to see how some of the things tasted. That of course netted the treasury a nice sum as did also a couple of card parties which were held at the club house.

The club was called upon to mourn the loss of one of their most active members. Mrs. Catherine Barber, who has been a very loyal supporter of the club ever since it was organized, died the latter part of February. Mrs. Barber and her son, Conductor E. A. Rumley, could always be counted on when the call went out for any assistance and were among the first to respond to the call for furniture for the club house when it was built. The remains were taken back to the old home in Saginaw, Mich., for burial.

Mrs. Kindig, the president of the Perry Chapter combines pleasure with business and has arranged little social affairs when it was necessary to call a meeting of the officers and committees, and so far has had practically all of such members out to the called meetings.

Plans are under way for a social gathering for the membership and their families.

Council Bluffs Chapter

Olga M. Rooney, Historian

THE COUNCIL BLUFFS CHAPTER held a pot luck supper on Saturday evening, March 9, for all employes and their families. Two tables, prettily decorated with flowers were set for about 100. After supper dancing and cards were enjoyed by those present.

A "bake" sale is being planned for April 3, to be held at Beno's Department Store.

On April 11 a Benefit Dance and Card Party is to be given.

Our chapter has had a number of calls for help this winter as there has been an unusual amount of illness among the employes and their families.

Deer Lodge Chapter

Mrs. E. O. Waldron, Historian

THE regular meeting of Deer Lodge Chapter was held March 1, at the club house, Mrs. J. E. Pears presiding. The meeting was opened in the usual way, with recitation of the club motto. Reports were given by the several committee chairmen and a splendid report read by our corresponding secretary, Myrtle Dahlberg.

Our card party on February 15 was well attended and we had a pleasant time. Plans were made for a public card party and dance on April 12.

Mrs. Harry Arnold sang two songs, and after the meeting dainty refreshments were served by the hostesses. Business matters were discussed, and the meeting as a whole was most interesting.



Spring Vogue Says Prints and Ensemble

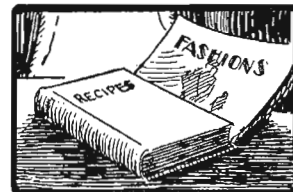
IF YOU would be swagger this spring your wardrobe will contain a print or two in crepe or georgette which is leading its chiffon sister in popularity for advanced showings. This smart washable print of flat crepe may picture your favorite motor tires, for its SPEEDAGE design carries the tire treads which will leave their road imprint this summer. It is simply made with box pleated front and plain back, added buttons and a black leather belt, with a touch of modernistic jewelry and our black and white motor enthusiast is ready to show you the open road.

An ensemble of wool is always in demand—this skirt and long jacket is tan kasha trimmed in cross bands of varicolored design. The blouse is rose crepe and the smart little hat which shades the face is tan and white woven braid. The washable gloves tell their own agreeable story for Chicago's soot may readily be removed with a good washing of soap and water and dried on glove stretchers.

(Courtesy of the Davis Company, Chicago.)



AT HOME



Some H. and D. Division Sunshine. Left to Right, Top Row: Alice and Bernardine, Daughters of R. M., Frank Natzel; Roger, Son of Operator Jasper Wik, Montevideo; Mary Jane, Daughter of Chief Carpenter D. C. Wolff; Betty Jane, Daughter of R. H. F., D. R. Davis; Douglas, Son of Conductor Sig. Lofdahl. Second Row: Paul, Son of Conductor Roy Holzer; Lois, Daughter of Conductor Roy Holzer; Mary Ellen, Gale and David, Children of Conductor Tim Warner; Barbara Jean, Daughter of Conductor E. E. Young. Barbara is the Youngest Contributing Member of Montevideo Chapter, Women's Club.

Redecorating, Remodeling and Rearranging

Elinor Corcoran

WITH the first balmy spring day comes the desire to be outside and the desire to have the inside of one's house as cheery and fresh as the spring air. I suppose that spring housecleaning was a natural outcome of these desires before it became a habit. Probably housewives became diseased with spring fever about the first of every April and because they couldn't stand the mustiness of a closed house any longer, they set about cleaning room after room till every corner from basement to attic had been gone over.

Along with the removal of stale dust and the rearranging of furniture comes the longing for something new—some new color in decorations, a new picture for the wall, or a new lamp shade, and it is with these new or remodeled touches that I am concerned.

Even the winter sun frequently plays havoc with the pink, blue or orchid of one's bedroom curtains or drapes and while buying new curtains doesn't the idea occur to you to change the whole color scheme? In bedroom colors this is not hard to do without getting everything new. If the room has been in pink and you don't want to change it entirely, combine yellow, blue or orchid with the pink and then next year let another color take the place of the pink and have another combination. For the person who does not care to have new and modern bedroom furniture there are any number of ways to remodel and redecorate old pieces making them very attractive. To me there is nothing lovelier than an old-fashioned walnut bedroom set of high dresser and four-poster bed. With such a set, chintz drapes and chair covers, and hooked rugs, one would have a room she would hate to leave. To achieve the



Mrs. Elmer Ortell and Mary Lois, Daughter and Granddaughter of Superior Division Conductor John M. Stien.

hominess of the old-fashioned with furniture too old to be modern and too new to be old, is a harder task. One would have to use good taste and spend time lacquering, planning and sewing. Where the lacquer is not sufficient to cover the defects of the piece, let cretonne or chintz do it. With new sets such as those made up of dressing table, chiffon robe and twin beds, an occasional modernistic touch—for instance, a low triangular book stand, a futuristic lamp, or an unusual footstool—adds brightness. A room filled exclusively with modernistic furniture such as ultra fashionable magazines illustrate, like all other novelties, would soon become tiresome.

By its name we should recognize the purpose of the living room and still there are ever so many living rooms that are

so stiff and formidable they are uninviting and not livable. New wall paper and new rugs are regular necessities and it is these along with an occasional new chair, new end table or new lamp that keep up the living room's cheery atmosphere. In any room, if remodeling and redecorating are impossible, the next best thing to do is to try rearranging. It is surprising the miracles that can be worked by moving the davenport in front of the fireplace or changing position of an end table.

Perhaps no rooms in the modern house exemplify the great emphasis placed on color schemes and harmony, quite so much as the kitchen and bathroom do. We used to think that cooking on a white gas range was the height of culinary luxury, but now the luxury lies in the green, blue or yellow stove. Not only is the linoleum colored, but so are the ranges, tables, refrigerators and sinks. In the bathroom it is the same. We tolerate our old white bath tubs and sinks only until we can have new fixtures of green, orchid or pink.

It is hard to realize how our forefathers could have existed without the things that are now necessities to us. They would certainly feel strange if they were to step back with us now; to make ice in the Frigidaire; to cook on a blue stove; or to bathe in a pink bath tub. They would feel more foreign than we would in China and no doubt it would take them as long to become accustomed to such radical changes as it would take us to learn to communicate our wants to a Chinaman.

But the changes are bound to come, and it is a problem for people to adjust themselves and their surroundings to them. It is up to the individual to find his own means for adjusting himself but the adjustment of the home depends on tactful redecorating, remodeling and rearranging.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1929 BOOK OF FASHIONS. Address The Milwaukee Magazine, care Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, New York.

6000. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires $2\frac{3}{4}$ yards of 40 inch material. The width of the Dress at the lower edge is $2\frac{3}{4}$ yards. Price 12c.

6418. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 10 year size without sleeves, requires 2 yards of material 36 inches wide or wider. If made with sleeves, as shown in the small view, $2\frac{3}{4}$ yards will be required. To finish neck and armseye edges as illustrated requires $4\frac{1}{4}$ yards of bias binding. Price 12c.

6372. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. To make the Dress without sleeves for an 18 year size, will require $2\frac{3}{4}$ yards of 39 inch material. With sleeves $3\frac{1}{4}$ yards is required. The width of the Dress at the lower edge with fullness extended is $2\frac{3}{4}$ yards. Price 12c.

6419. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires $3\frac{3}{4}$ yards of material 36 inches wide or wider if made without sleeves. With sleeves 4 yards is required. Price 12c.

6421. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. To make Dress as illustrated in the large view will require 2 yards of figured and $2\frac{3}{4}$ yards of plain material. Without the collar $\frac{5}{8}$ yard less is required. Price 12c.

6407. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires $4\frac{5}{8}$ yards of 40 inch material. The collar and sash of contrasting material requires $\frac{1}{2}$ yard of 40 inches wide. A sash of ribbon as illustrated requires $2\frac{3}{4}$ yards. The width of the Dress at the lower edge with fullness extended is 3 yards. Price 12c.

6381. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires $2\frac{3}{4}$ yards of 32 inch material. To trim as illustrated requires $3\frac{1}{2}$ yards of plaiting. For a sash of ribbon 3 yards is required. Price 12c.

4234. Peter Rabbit. Cut in 3 sizes: 9, 12 and 15 inches in length. It requires $\frac{1}{2}$ yard of 36 inch material for either style in a 12 inch size. Price 12c.

6406. Ladies' Dress. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46 inch size requires $4\frac{3}{4}$ yards of 39 inch material. For facing of contrasting on the cuffs $\frac{1}{2}$ yard 40 inches wide is required, also $1\frac{1}{2}$ yards of lining 36 inches wide for the underbody. The width of the Skirt at the lower edge is 60 inches. Price 12c.

Good Things to Eat

Dandelion Greens. This is the season for "greens" and none are more healthful than the lowly dandelion, if gathered while tender and about half grown. Wash the "greens" thoroughly, drain and cook until tender in boiling, salted water. Season with a bit of bacon or salt pork cooked with the dandelions, or after they are drained, add salt, pepper and butter. They may be served with vinegar. Beet greens are timely, now, and cooked as above, they are most palatable.

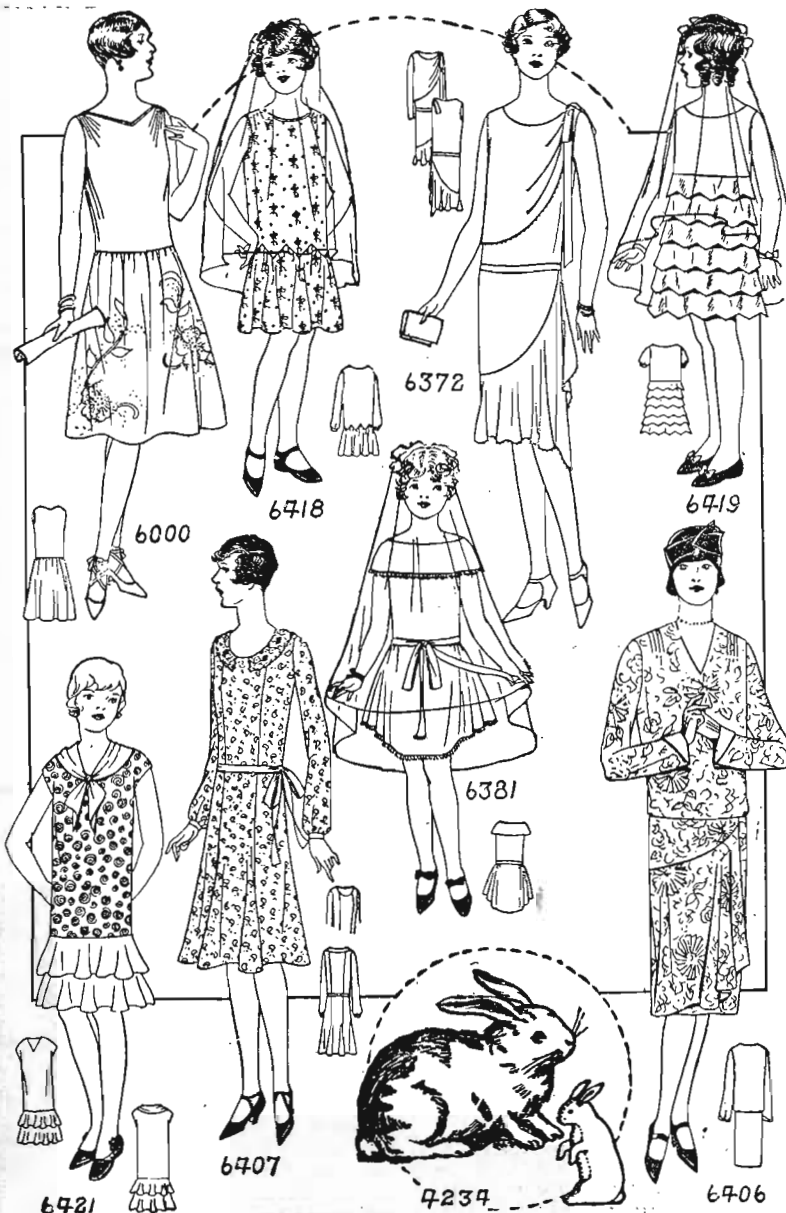
Sweetbread and Bacon. Parboil a sweetbread, cut in small pieces, dip in flour, egg and crumbs, in succession and arrange alternately with pieces of bacon on small skewers or tooth picks, having four pieces of sweetbread and three of bacon on each skewer. Fry in deep fat and drain. Arrange these in a circle around a mound of green peas. Nice for an informal luncheon.

German Loaf. Put one pound of ham, one pound of fresh pork, one clove of garlic and one small onion through the meat chopper. Add one tablespoon of salt, one teaspoon of pepper, two teaspoons of curry powder and one and one-half tablespoons of dried sage. Put through meat chopper again and add the white of one egg and one-third cup of cream. Mix thoroughly. Put four strips of uncooked ham fat on center of a square of cheese cloth, press the mixture into shape and place over the strips of fat. Roll in the cloth and tie securely. Place on a trivet in kettle, add three quarts of boiling water, one-fourth cup of vinegar and one teaspoon of salt. Cover and let simmer two and one-half hours. Drain, cool and put under a weight. When cold, cut in thin slices for serving.

Asparagus in Crusts. Asparagus will soon be plenty in the markets, and there is no spring vegetable that is more welcome. It is available for garnishes, it makes the entree for a formal meal or it is just good green vegetable for the family dinner. A nice way to fix asparagus for an entree is to remove the centers from small rolls, fry the shells in deep fat, drain and fill with asparagus in white sauce, which is prepared by cutting in one-inch pieces, boil until tender and adding to a rich white sauce, allowing one cup of sauce to each bunch of asparagus.

Smothered Cabbage. Remove the wilted leaves from outside of a cabbage, cut in quarters, removing the tough center. Put the cabbage through a meat chopper or a shredder. For each cup of cabbage, melt a tablespoon of butter in a hot frying pan, add flour to thicken and stir until well blended; then pour on gradually while stirring constantly, milk to make a medium thick white sauce. For five tablespoons of butter and two tablespoons of flour, there may be one cup of milk used. Bring to boiling point, add salt, pepper and cabbage. Mix thoroughly, cover and put on back of range or over a low flame and cook slowly from fifty minutes to an hour.

Duchess Potatoes. To two cups of hot riced potatoes, add two tablespoons of butter, one-half teaspoon salt and yolks of three eggs slightly beaten. Shape in form of baskets, pyramids, crowns, leaves, etc., using a pastry bag and tube. Brush over with beaten egg diluted with one teaspoon of water and brown in hot oven.



SPECIAL COMMENDATION

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

R. & S. W. Division Brakeman C. Biolchini discovered a wheel broken under car in train January 19, at Rockford.

Iowa Division Brakeman B. H. Fulton, while inspecting train at Ferguson, found a broken arch bar on a loaded car, and it was set out for repairs.

R. & S. W. Division Conductor Pat Levin discovered a broken rail one mile east of Sturtevant, January 14, and took immediate action to have repairs made.

T. M. Division Brakeman C. F. Stiles discovered a broken sand board under car in train Extra 8612 east, at Hettinger, N. D., January 14.

Sectionman Verne Schooley, Burlington, Wisconsin, discovered brake beam down on train No. 76, January 23, as train was passing him. He signaled the train crew to stop, thus averting any possible accident.

Terre Haute Division Conductor Z. Elliott, on Extra, North, January 20, discovered a broken arch bar on car of coal at Myron.

Iowa Division Brakeman W. D. Rasmussen in looking over his train at Marion, February 8, found car of coal from Savanna, with a broken arch bar. Car was set out, averting any possible accident resulting from the defect.

Section Foreman Tony Tripoli, Chicago Terminals, on January 29, while C. & M. No. 76 was passing Pacific Junction, saw a dragging brake beam under car and immediately notified Pacific Junction Tower, so that train was stopped for inspection. On January 30, Foreman Tripoli took same action in regard to car in train No. 74.

Terre Haute Division Section Foreman J. Manwaring, on January 30, discovered a broken arch bar on Extra 8240, at Chicago Heights. Car was set out.

Northern Montana Division Operator Leo Schwee at Falls Yard, Great Falls, so far interested himself in the welfare of the company's business as to make a special trip to the Great Northern Transfer, with his auto after his regular hours, to clean an empty car going to the smelter, which had been missed by the cleaners and which would have been rejected by the inspectors, thus possibly losing the business for this company. Operator Schwee had to drive four miles to do this extra work and his attention to the company's interest is greatly appreciated by the management.

The train and engine crew of Superior Division No. 90, February 7, have received a cordial letter of thanks from the Rev. A. J. July of Plymouth, Wisconsin, for the favor of stopping their train to permit him to pass over the crossing without delay while on his way to an urgent sick call at the hospital.

Dubuque Division Conductor V. R. Lucas, on train 61, January 28, found a piece of the tread of a wheel one and one-half inches wide and extending half way around the wheel, while train was at Sny Magill. Car was handled with great care to Marquette, where repairs were made.

Superior Division Brakeman G. DeBaeker discovered dragging brake rigging on car in

Extra 8011, while backing into Channing Yard, February 10. Train was stopped before it reached the frog, no doubt averting an accident.

Section Foreman Charles Wikoff, Lombard, Montana, discovered a dragging brake beam on car in train 263, passing Barron, February 8.

Dubuque Division Conductor H. J. Smith, Extra West, February 9, while inspecting train at Guttenberg, discovered a piece of wheel broken out. Car was promptly set out. Break was caused by an old flaw in the material that could not have been discovered until after the break occurred.

On February 5, Bridge Carpenters Fred W. Summers and Rudolph Bensen, on their way to work from Granada, discovered a broken rail just west of the switch and took prompt action to have the break repaired.

Agent Joe Rogers, Earlring, Iowa, while train No. 61 was passing his station, February 17, noticed that the side stakes on a car of Bedford stone were broken off and one of the pieces was sliding off the car. He called Panama station on long distance telephone to stop the train. The piece of stone weighed about 10,000 pounds and the car could not have gone much further without causing a serious derailment.

Dubuque Division Section Foreman F. Curran showed he was on the job on January 30, when he discovered a dragging brake beam on train passing him at Belknap, and notified the train crew in time to have prevented a possible derailment.

Operator George M. Mitchell, Bardwell, Wisconsin, noticed dragging brake beam in train passing him February 6. He signaled the train crew and train was stopped while defect was removed.

Iowa Division Brakeman Leo Bohrer discovered a broken arch bar on car in Extra West, passing through Templeton on February 14. After train was stopped it was found that the car with the defect was in very bad shape, and they were barely able to get it into house track.

Terre Haute Division Engineer R. Combs and Conductor Charles Church found and reported a broken rail on westbound main just west of Melrose.

Twin City Terminals Conductor W. A. Morgan received thanks from Northern Pacific Superintendent G. H. Jacobus for his prompt action on discovering a car on fire while passing through Finlayson. He stopped and switched this car into clear of any building. The fire had gained such headway that it was impossible to do anything toward putting it out.

W. Steuck, Dancy, Wisconsin, reported a broken rail with piece about eight inches gone, on curve west of Eau Claire bridge.

H. & D. Conductor J. M. Keelan found a defective wheel on car in his train at Roscoe, S. D., January 3. The wheel had a badly broken rim and if not found would probably have caused further serious damage.

Terre Haute Division Conductor J. L. Pugh, on March 9, discovered a broken rail on main track south of South Switch at Preston passing track. He left a flag at Preston and notified the dispatcher.

Terre Haute Division Brakeman Dan Morgason discovered a broken rail in the Van passing track and promptly reported same.

Iowa Division Conductor Joe Bryant on westbound train March 7, noticed a broken arch bar on a passing train. He signaled the crew after their caboose had passed. Train was stopped and the arch bar was found to be badly broken.

C. & M. Division Brakeman Roger Coleman on March 5 discovered a broken wheel in No. 61's train while same was passing Sturtevant. Train was stopped in time to avert a possible serious derailment.

Coast Division Conductor C. E. Hoffman while in charge of Extra East, March 14, discovered a broken rail just east of No. 2 passing track switch at Hillsdale, and promptly reported same.

Dubuque Division Conductor John Kohler discovered a broken wheel while inspecting train at Guttenberg, and had car set out of train.

Agent C. W. Petters, Guttenberg, Iowa, while train No. 72 was passing his station March 14, in a heavy fog, discovered a hot box on the second head car in the seventy-five car train. He notified the conductor and train was stopped at Turkey River Junction and the necessary repairs made.

Section Foreman A. Sens, Seymour, Iowa, discovered a dragging brake beam on car in train Extra East, February 21, and got signal to the crew to stop, thus doubtless averting serious derailment.

Those of Us Who Do

G. P. F.

CONDUCTOR M. MEDIN at Sioux City influenced the sale of two tickets, Chicago to Seattle and return.

Clerk A. Spencer, in the freight house at Sioux City, turned in a one-way trip passenger from Sioux City to Terre Haute.

Chief Rate Clerk J. P. Dickey, at Galewood, in the month of February, secured twelve consignments of long haul L C L business, with a total weight of 23,665 pounds.

Freight House Foreman Frank Voeltzke, at Wausau, secured two carload shipments of cheese, Wausau to Chicago, and he is promised more of the same business in the future.

A prominent firm at Davenport has written Mr. Anthony Ceurvorst, in Trainmaster Flanagan's office, that they are diverting to the Milwaukee Road their business from Chicago to Davenport, regardless of the fact that shippers route via other lines. This on account of the superior service of the Milwaukee Road.

Switchman F. Matthies, at Wausau, prevailed upon traveling salesmen to use our line on the trip from Wausau to Minneapolis. This passenger found our service first-class and promises to favor us in the future.

Brakeman E. E. Houghton, on the S. M. Division at Austin, heard of four people who were going to Sioux City over a competing line. Mr. Houghton showed them our superior service and secured the business.

The Traffic Department at Sioux Falls asks for mention in the Magazine of the following:

"Mr. A. B. Main, engineer, secured a passenger for Pasadena, Calif., and two passengers for Chicago.

"Mr. Walter Houser, engineer, secured two passengers to Chicago.

"Mr. Z. D. Jenkins, train baggageman, secured a passenger for round trip to Washington, D. C.

"Mr. Fred Brown, engine foreman, secured two round trips to Ottumwa, Iowa, and two from Chicago to Sioux Falls."

Switchman Frank Boucher at St. Paul turned in one passenger from St. Paul to Chicago.

Train Dispatcher Vachreau at Wausau, produced information that secured seven passengers from Wausau to Winona.

Rate Clerk Walter Holmes, in the Sioux City Freight House, through his acquaintance and service given a prominent coal dealer at Sioux City, has secured routing of one carload of coal per day from Omaha to Sioux City.

Mrs. John Bammer, wife of Kansas City Division engineer, influenced five passengers to use our line from Kansas City to Chicago.

The Traffic Department at Minneapolis, compliments Conductor H. M. Reed on the C. V. Division, account information furnished concerning a prospective passenger from Meridean to Lewistown, Mont.

Yard Clerk Frank Wallace at Milwaukee, continues his activities in solicitation. We now hear of a carload of hides from Minneapolis to Milwaukee.

Telegraph Operator Leo Scheewe at Great Falls, Mont., secured two passengers from Butte to Seattle.

Miss Nellie McGraw, employed in the local freight station at Kansas City, secured the following business: 2 carloads of bran, Kansas City to Chicago; 2,500 pounds of bran, Kansas City to Chicago.

Rate Clerk J. P. Dickey at Galewood, in the month of January, secured diversions on eleven L. C. L. consignments; total weight 28,430 pounds.

Through the earnest solicitation of Frank Voeltzke, the Federated Cheese Co. of Wausau made two shipments of cheese, Wausau to Chicago, and promise us future business. Interest of this kind is very much appreciated.

A. W. Warner has secured the promise of an automobile dealer to use our line between Wausau and Chicago on all future business. This has been routed via a competitive line in the past and Mr. Warner's efforts are appreciated.

Dispatcher Neil Grogan, Deer Lodge, Montana, was instrumental in securing from the Bonner Lumber Company at Deer Lodge, routing order for carload of roofing moving from Naches, Texas.

ing order for carload of roofing moving from Naches, Texas.

Engineer J. A. Drake of Bonner, Montana, secured two passengers for our line, from Missoula to Minneapolis.

Made a Strong Milwaukee Booster

SUPERINTENDENT INGRAHAM transmits to The Magazine a letter from Dr. Fillmore of Parker, S. D., which is self-explanatory. When we take extra pains to alleviate suffering, the fact in itself is its own reward, but we are, notwithstanding, glad to have this testimonial from Dr. Fillmore of the kindly ministrations of our employees to relieve him while traveling on our trains.

"I wish to take this means to congratulate your railway system on having the type of passenger brakemen and agents of your Mr. L. L. Long here, and your Mr. Dick Leemkuil, brakeman, on the run through here.

"I was taken to Prairie Du Chien on a cot in the head end of a mail car in September, suffering with inflammatory rheumatism so severely that opiates failed to alleviate the pain, and was being bounced and jolted so much that I had decided to leave the train at the next station, but as we were just pulling in at the time it was too late. The station happened to be Sanborn, and Mr. Leemkuil got on when we changed crews.

"He saw the agony the jolts were causing me and secured boxes and pillows to brace my cot until I was comfortable as well as coming often and doing a great many things to contribute to my comfort, and doing it in a very quiet and kindly manner.

"Mr. Long made all the arrangements for me here and their courtesy and consideration have made me a strong booster for the 'Milwaukee.' I would have written this letter of thanks sooner but could not learn Leemkuil's name."

Helps Where Help Is Needed

THE Pennsylvania News of the Pennsylvania Railroad, prints the following concerning the good action of Machine Shop Foreman Fred Hagan of Galewood:

"F. G. Hagan isn't a Pennsylvania Railroad employe, but he is a railroad man and ably assisted a Cincinnati Division train crew recently when an emergency job arose on P. R. R. passenger train No. 217, on which he and his wife were passengers.

"Mr. Hagan, who lives at 3905 Roscoe St., Chicago, is a shop foreman on the Chicago, Milwaukee, St. Paul and Pacific at Chicago.

"Mr. Hagan and his wife were passengers on No. 217 on January 13, when the locomotive of the train burst a tire at Frankton, Ind. Although it was bitterly cold, Mr. Hagan voluntarily gave his services to help remove the broken tire of the engine and take the side rod down.

"In the effort made to get the train in on the siding, the wheels on the engine were slipping, and Mr. Hagan took a shovel, dug up frozen gravel, and threw it on the tracks. He helped with the locomotive all the way back to the siding, which was probably a distance of approximately two miles.

"The interest taken by Mr. Hagan in helping out under the conditions was exceptionally commendable, and he has been so advised in a letter of appreciation sent him by R. C. Barnard, general agent and superintendent at Cincinnati."

It Pays to be Friendly

A TRAVELING man, Mr. Philip M. Smith by name, living in Cedar Falls, Iowa, had occasion to use our line in Iowa, from Mason City to Charles City, on January 25, one of the most disagreeable days of our late vociferous winter. He was so impressed with the courtesy and patience of Ticket Agent H. W. Frazee of Mason City, when patrons were anxious about train service, that he wrote Superintendent Ingraham in appreciation of Mr. Frazee. He said that he noted, while waiting for his train, the pleasant manner in which he answered the telephone and the many questions put to him by people waiting in the station, even though the same questions were asked over and over again. Superintendent Ingraham, in acknowledging the letter to Mr. Smith, assured the writer that this was Mr. Frazee's usual attitude and his customary courteous treatment of patrons of the railroad.

HEADLIGHT SHRUNK *The World's Perfect* OVERALLS

FOR 30 years, *Headlight* has pioneered in the Overall business and now gives you an Overall that will stand the most exacting laundry or

wash tub test . . and emerge with all the roominess, all the comfort it had when you bought it.

OUTWEAR TWO ORDINARY PAIR



HEADLIGHT OVERALLS

UNION MADE

LARNED, CARTER & COMPANY --- DETROIT, MICHIGAN

ON THE STEEL TRAIL



**The Heriford Sisters
Two Plummer Girls Capture
Prizes**

ABOVE are Virginia and Juanita Heriford, daughters of Signal Maintainer B. E. Heriford of Plummer, Idaho. These young ladies, as you will see, are displaying the blue ribbons which they have won in fruit and vegetable canning contests conducted by the Hazel-Atlas Glass Company, open to 4-H Club members of the United States. The Heriford girls, with another Plummer girl, Fern Pence, won a total of nine prizes in a group of four classes in which they had exhibits. Ten prizes were offered under each classification. Following are the prizes won by the Heriford sisters:

Fruit: third prize, \$8.00, pears and cherries, Virginia Heriford. Sixth prize, \$5.00, loganberries, Juanita Heriford.

Vegetables: first prize, \$10.00, string beans, Juanita Heriford. Sixth, \$5.00, Swiss chard, Virginia Heriford.

Meats: sixth prize, \$5.00, bear, Virginia Heriford. Tenth, \$1.00, Juanita Heriford.

Pickles and Relishes: sixth, \$5.00, pickles, Juanita Heriford. Ninth, \$2.00, chow chow, Juanita Heriford.

The loganberries with which Juanita won sixth prize on fruit were grown in St. Maries. They were picked early one morning, taken to Plummer and canned within thirty minutes of their arrival there.

The prizes given these Idaho girls were in a group which covered products from Colorado, Washington, Idaho, New Mexico and Nevada, giving out of the prize fund a ratio of \$44.00 for each of the five states. It will be seen, therefore, that the Heriford sisters captured within three dollars of the Idaho allowance; and with the seven dollars in prizes won by Miss Fern Pence of Plummer, Idaho walked off with four dollars more than its quota.

Notes from the Local Freight Office, Tacoma

R. R. T.

WE regret very much having to chronicle the death of Mr. Jake White, watchman for many years past, at the C Street crossing, one block west of this office, who died on January 18, at an advanced age, after an ill-

ness of more than a month. The funeral took place on January 21, at the South Tacoma Cemetery. Mr. White was a well known character and had many friends among the other railroad folk of this vicinity. We shall certainly miss his friendly greeting at the crossing.

The recent cold spell brought snow and below-freezing temperatures to the Puget Sound country, both rather rare occurrences here. We had about nine inches of snow at Tacoma, which, of course, would be a mere beginning back in the United States, but here, where nobody is prepared for snow, it was quite enough to paralyze the street car system for several days. Everybody had a good excuse in those few days of snow, for being late in the morning. Not a few did more walking than they have done in a long time. Bill Court used to take delight in bragging about the wonderful winter climate of Little Suamico, back in Wisconsin, on the Wooden Shoe Division, where they have a regular man-sized winter every year, but we notice that these chilly days, when he has to get hot water from the heating plant boiler in the basement of this emporium of commerce, to thaw out the handlebars on his famous motorcycle, he doesn't seem to be nearly so enthusiastic about those eastern winters, and he doesn't turn up his nose so much when the rest of us are wishing for a real, nice, warm Puget Sound winter rain to take away the chill.

"Thaw out the handlebars?" You will inquire, with wonder in your face. Yes, indeed, Gladys; just so. We don't pretend to know how the critter is constructed in that part of its anatomy, but the fact remains that it won't function on cold days unless you pour a gallon of hot water on the handlebars and give it a shot of alcohol; if the rider gets one too, it may run even better, but we don't know about that from personal observation.

Al Goldsborough, the best-posted rate clerk in captivity, wears a far-away look on his face when he looks at the snow and remembers the time he was caught in Butte, Montana, in a fierce blizzard, while he had no overcoat and was wearing low shoes; then he feels better, thinking how much worse it might be.

Miss Willa Lindsey, assistant bill clerk at these diggings, is consulting with various travel bureaus, reading up travel literature and obtaining rates and accommodations, also taking a course on, "How to speak Swedish in twenty lessons," all with a view to taking a trip to the old home of her mother. We do not know as yet, whether Arthur is also being consulted about this, but it may be that some important event is liable to occur. We have brought this to the attention of our secret service bureau and anticipate receiving some valuable information on developments in the case.

Railroad freight houses are not supposed to be the abode of ghosts, being usually too unromantic and work-a-day places. Nevertheless, we recently had a real ghost story here, which was quite thrilling for those concerned. One day Billy Alleman, in the course of his duties, had occasion to go out into one of the cars set at the house for loading. As it happened there was no one working in the car, Billy stood a moment to accustom his eyes to the dimmer light in the ends of the car, preparatory to looking at the freight he had come out to see, when suddenly he seemed to hear a dull

moaning sound, coming apparently out of the air. Billy listened a minute and was beginning to think that he must have been mistaken, when without any warning the dull moaning sound again filled the air, without any visible cause. Billy is no coward, having proved his courage during the war, when he fought Germans and cooties with the same grim determination, but when he had signed up as warehouse foreman he had not undertaken to wrestle with spirits, and this thing was not in his line. Again the dull moan came, and Billy was beginning to feel his hair standing on end, but with a determined effort he steadied his voice and called out: "Who's there?" No answer, but another moan. Billy was debating whether to beat a retreat or not, but decided to try once more, and called out with quivering voice: "Who are you and where are you?" Imagine his surprise and relief when a voice, which sounded strangely familiar, replied faintly: "It's me." "Who?" asked Billy, relieved to hear an embodied voice. Faintly came the reply: "Tubby." "Tubby?" Billy fairly yelled. "Where the heck are you?" "In the bunker," replied the voice. And sure enough, there was Tubby, wedged into the ice bunker and nearly suffocated for want of room. To those who know Tubby it will sound like a barefaced invention that Tubby could crowd through a bunker hatch; don't ask us how he did it, but there he was. Billy, of course, hastened to open the hatch to relieve the prisoner; at first he thought he would have to call the wrecking crew with the big hook to get Tubby out, but by dint of much energetic pushing and pulling the victim finally regained the outer air and stood a free man once more. How the hatch ever closed and fastened on him will, of course, always remain an unsolved mystery; there are whispers, of course, but no one knows. It is a safe bet, however, that Tubby will venture into no more bunkers.

We regret to hear that Mrs. Cardle, wife of Brother Cardle, of our warehouse force, had to undergo an operation for some nasal ailment. Fortunately she is making a rapid recovery and will retain all her good looks.

Miss Frieda Marty, stenographer at these diggings, is enjoying a visit from her brother, Mr. Jake Marty, living north of Spokane, in the vicinity of Kettle Falls. The visit is not so enjoyable for Mr. Marty, not through any lack of welcome from his sister, but because he had to come here to undergo a serious operation. However, he is getting along well and will be out of the hospital soon.

Ray Powels, our popular and elongated claim clerk, has thrown his hat into the political ring and has announced his candidacy as a member of the Tacoma School Board at the spring election. There are only eight other candidates and all of Ray's numerous friends here and throughout the city feel quite confident that he will easily capture the desired post, for which is well fitted by his scholarly attainments. We feel sure that our readers will wish him luck.

Kansas City Division C. M. G.

THE Fifth Annual Milwaukee Charity Ball was held this year on Monday, February 11, at the Armory. Had a very good attend-

ance. Al Hamilton and his Rhythm Boys furnished the music. For a diversity, this year, the dance was in the form of a Carnival Dance, with horns, hats, etc., for everyone, and added to the merriment of the occasion. Mrs. A. C. Daacke again acted as chairman and was responsible for the success of the dance.

East Division and Marion Line Track Department made quite a record during the months of January and February by not having an injury to an employee.

Roadmaster Adam Tubaugh was confined to his home for several weeks account of having the influenza. He has fully recovered and returned to his duties.

Mr. and Mrs. Bob Dove have returned from a trip through the golden west, having visited in Tacoma, Washington; made a trip up Puget Sound to Victoria and Vancouver, B. C., and also visited in San Francisco, Calif.

Leo Conroy, yard clerk, is on a three months' leave of absence, which he will spend in Fort Worth, Texas.

Conductor Frank Cox is on his annual sojourn in the sunny south, with headquarters at Miami, Florida.

General Storekeeper J. T. Kelly and District Storekeeper J. C. MacDonald, made a business visit in Ottumwa on March 1. Also visited the Store Department in Coburg and Kansas City.

Miss Martha Brown, first trick operator at West Yard, has returned to the service after an absence of six weeks, account illness.

Extra Gang Foreman Moberly started laying the new 100-pound rail on Monday, March 4, laying one and one-quarter miles of rail per day. Cinder ballast has been stored at Seymour and Laredo to take care of track surfacing in connection with the laying of the fifty miles of new 100-pound rail. We have a new eighty-five-foot steel bridge to install over Chariton River at Rathbun, replacing span of like length, which is getting too light for the traffic on the Kansas City Division.

Mrs. C. J. Blanchard, wife of Conductor Blanchard, died at her home in Chillicothe, Mo., on Wednesday, March 6, after a lingering illness. Funeral services were held at Chillicothe. Mr. Blanchard is conductor on the Southwest Limited, and has the sympathy of his many Kansas City Division friends.

Operator Nobel A. Wilson is seriously ill with influenza at the home of his mother in Kansas City. His family, who is also there, is quarantined with the scarlet fever.

A new son recently arrived at the home of First Leverman D. A. Browning at Seymour Tower, Iowa.

P. H. Fluck, agent at North English, Iowa, and Mrs. Fluck, have been touring through the West, left North English on December 17, 1928, and expect to return about March 17.

C. C. Carnes, city passenger agent, Des Moines, passed through Ottumwa recently en route to his former home at Chillicothe, Mo.

D. R. Davis, formerly roundhouse foreman at Montevideo, visited in the superintendent's office, and with his former co-workers at West Yard, on March 5, en route to Coburg, where he will be located as roundhouse foreman, vice J. H. Lord, who has been transferred to Nahant.

Motor Car 2001 was on trains No. 103 and No. 198 on the Marion Line for demonstration for about four days.

Machinist Helpers Kizer and Hiatt have been promoted to firemen.

Gus Daacke is now operating a cigarette lighter filling station; has not declared any dividends on the new business as yet, but hopes to do so by July 1, if not sooner.

Borrowed two L-2 engines from the H. & D. Division during February, account of the

heavy business on the K. C. Division, and our business is still increasing.

Engineer L. Boyle, who was off duty on account of illness, has again resumed his work.

"S. C. D." Notes F. B. H.

FEBRUARY has been quite an eventful month—parties, holiday trips, etc.—now I'll try to give a few details.

On the 11th, Fern Hawkins entertained the girls in the S. C. D. office at a little Valentine party. There were two tables of bridge and two of five hundred. Gertrude Haas won first prize and Helen Horan the boobie in bridge—Julia Barrows, first, and Bernice Kruse, the boobie, in five hundred. Refreshments were served and the girls had an opportunity of meeting four former "MCBites" whom they hadn't seen for some time. Everyone reported a good time.

Then, on the 18th, May Moore and Myrtle Pershing entertained the same girls at May's home. There were three tables of bridge and May told fortunes at the fourth table. Of course, most of the girls would have liked to have their fortunes told, but Ruth Marten's took so long that there wasn't much time left for the others. The girls had lovely prizes and so many of them that I've lost track of who really won them. Delicious refreshments were served and in spite of the extremely cold weather all of the girls were mighty glad they attended the party.

Edithe Hamman and Dorothy Yakes went up to Minneapolis over Washington's birthday. They shopped and shopped, went to the Minnesota Theater and what else they did, we don't know—but they say they had a wonderful time. Dorothy is anxious to go back again. Sounds interesting, doesn't it?

Bernice and Julia went to Chicago. Julia says they spent most of the day eating. I'll bet they did plenty of that, but I'll wager they found time for a show or two on the side.

Harriette spent the holiday in Minneapolis. She did a lot of shopping while there—but the most important purchase was a pair of brown rubber boots. Everyone kids her about duck hunting, etc., but just the same, we've all wished we had some the past three days. The snow has melted so fast that we wade through small lakes every night.

Catherine McConville spent a week-end in Chicago with Marcella Glyn. Marcella was formerly a billing machine operator in this office—and she sent her regards to all the "old-timers." Catherine says Marcella is looking fine and is very happy in her occupation of housekeeper and mother.

Everybody hold on tight—I have startling news for you! Herman Klatte got reckless and bought a new Dodge car. Hope the weather gets nice so we can each bum a ride in the new car.

Fern Hawkins spent the holiday and following week-end in Knoxville, Tenn., with Ruth Denniston. She had a wonderful time and is keen about the southland. Ruth wanted all the Lines West fews—says she will never forget her friends and good times out there.

Walter C. Marshall and H. R. Campbell are on the Wisconsin Special, which is on a goodwill tour through the South. We are anxious to have them get home to tell us about the southern floods which they have encountered, also about the Inaugural ceremonies in Washington.

There is quite a lot of talk in the office about the Eighth Annual Bowling Tournament which is to be held in Minneapolis in April. Francis Anzia is doing his best to get the fellows enthused about it. Here's wishing you the best of luck, Francis!



On Responsible Jobs in Famous Cabs



Engineer Jamey on the Broadway Limited

—you expect to see Lee's. Lee Whizit Overalls and Union-Alls are better work clothes, with a distinctly better and different design, fabric and fit. Not only are they America's largest selling work clothes but they are sold to men with pride in their jobs—men who look their keen, responsible part in life.

Sold by responsible merchants
from coast to coast.

H. D. LEE MERCANTILE COMPANY
Kansas City, Mo., Trenton, N. J., South Bend, Ind.
Minneapolis, Minn., Salina, Kans.
San Francisco, Calif.

Lee WHIZIT UNION MADE Overalls

Union-Alls • • Overalls • • Play Suits
Page Thirty-one

Ralph Haslam sprung another big surprise on us—a pair of grey spats. Talk about the classy office boy—we have him and no foolin'!

Will some one please donate a good milk cow to the girl's "Coffee Klatch"? We have the coffee now but the milk is quite a problem. We staked a large can outside a north window and that night a terrific wind blew up and took the can of milk for a ride. Harriette donned her boots and went hunting. She usually gets what she goes after—and sure enough, ten minutes later she hailed in with the can half full.

Several of the fellows in the office attended a Masonic meeting on the south side for the express purpose of watching Albert Forrest "ride the goat."

Leona Schultz had a very pleasant surprise in being presented with a beautiful fitted weekend case at a party recently. This was a gift from the White Shrine Drill Team in appreciation of Leona serving as officer for two years.

The Sharky-Stribling fight is now history and Johnnie Trojan, for once, is no richer. He said everyone wanted to bet on his man. But we can't understand it yet—Johnnie usually gets some one to bet the way he wants them to. Better luck next time, Johnnie!

Eddie Geis has been on the sick list again. The Sunshine Club sent a plant to help cheer him up.

Helen Horan has the first permanent of the season. It's very becoming and we all like it, Helen.

Lon Chaney and Phyllis Haver are in Green Bay making a picture. Haven't heard about anyone going up there—but surely have heard lots of talk about going.

One morning E. E. Jackson returned from a trip and dashed into the office all a-flutter, for his pay check. We couldn't figure out what all the rush was about, however, we know now, because on February 8, he and Miss Sylvia Alexander were married and are now living in Milwaukee. Jackson says one of his old pals in California wired him as follows: "Aha, at last the 'Lone Wolf' has been captured." We all join in wishing the newlyweds much happiness and prosperity.

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

A very successful Safety First Meeting was held at the Milwaukee Club Room on Monday afternoon, February 25, with approximately ninety people present. Superintendent H. M. Gillick, of Miles City, presided at the meeting and he introduced Mr. Cunningham, Safety First Inspector of Spokane, who gave a very interesting and instructive talk along Safety First lines.

Death has again entered our midst and taken from us one of our pioneers, Mr. J. M. Johnson, chief blacksmith at the local roundhouse, whose death occurred March 5, from spinal meningitis. Mr. Johnson has been a faithful and trusted employe of the Milwaukee Railway for twenty-three years and will be greatly missed by his fellow workers—he also leaves to mourn his loss, a wife and six children. The sincere sympathy of the entire community is extended to the bereaved ones.

Conductor L. W. Scheffelbein, who was operated on for appendicitis, at the Miles City Hospital, has returned to his home here, and is recuperating nicely.

Agent Hatch, of Morristown, is ill at the Mobridge Hospital, with an attack of rheumatism.

"Whitey" Knott, of Mobridge, local chairman of the B. of R. T. and Bert King, of Marmarth, local chairman of the O. R. C.,

attended the general committee meeting held at Seattle on February 11.

Mr. and Mrs. Wm. Moran were called to Rockford, Illinois, by the death of Mr. Moran's brother-in-law. They were accompanied by Miss Eileen Moran, who underwent an operation at the Rockford Hospital. Miss Eileen has now returned home and is convalescing nicely.

Miss Kathryn Kellaher, who is taking nurses' training in Chicago, was called home to help care for her mother, who is ill.

Mr. and Mrs. Norman Anderson spent a few days at Miles City visiting at the home of Mrs. Anderson's parents.

Ralph Chase, second trick operator at McIntosh, has taken a leave of absence and is now attending the Minnesota University, taking up music and commercial business. "Good for you, Ralph."

Wilbur Fuller and A. G. Fuller were called to Grand Junction, Colorado, by the death of their brother Ernest Edward. They were met there by their brother, Superintendent N. H. Fuller of Spokane.

The infant child of Mr. and Mrs. Carl McMullen passed away Sunday night. The remains will be taken to Butte for burial.

Edwin Carlson, of Miles City, was called home on account of the serious illness of his mother, Mrs. C. A. Carlson, who suffered a paralytic stroke. She is somewhat improved at this writing.

Great excitement prevailed in railroad circles when it was rumored that the Tennyhill Orchestra was lost in the blizzard, coming in from Ridgeview, S. D. The trainmen immediately got busy and had both Bismarck and Yankton broadcasting for them. They were finally located at a farmer's, where they were forced to stay from Saturday night until Monday evening before they could make the return trip home. Outside of a few frozen toes and a good scare, they are none the worse for their perilous experience.

Agent and Mrs. Rodenbaugh, of Shields, have returned from their trip to Florida. We are glad to know that Mr. Rodenbaugh is much improved in health.

Miss Marie Blake, clerk in the roadmaster's office and the chief carpenter's office, spent a week visiting friends at Deer Lodge and Three Forks, Mont.

The many friends of Captain Cartmell are happy to see him up and around again, after an illness of two months.

The many friends of Mrs. Thos. McFarlane will be glad to know that she was elected president of the Milwaukee Woman's Club at Austin, Minnesota. Mrs. McFarlane was a conscientious worker in our club and we know she will fill this position in a capable and efficient manner. We extend congratulations.

Agent L. B. Hale, and wife, of Reeder, are spending several weeks at Orlando, Florida. Mrs. Hale has not been in the best of health, so here is hoping the balmy breezes of the South will be of benefit to her. Mr. Bennett is now agent at Reeder and Ralph Hale is working second trick.

A baby daughter was born to Mr. and Mrs. Jake Rhinehart, February 22. The little miss has been named Virginia May.

Agent J. A. Duval, of McIntosh, attended the claim prevention meeting held in the superintendent's office February 28, he also paid the freight office a visit.

Engineer Ernie Carter has been having a serious time this winter, having been confined in the Mobridge Hospital since the middle of December, with heart trouble, caused from a throat infection. We are glad to know that he is improving, and his many friends hope for a speedy recovery.

Roadmaster Ora Miller was called to Butte on business.

After many months of silence, we again hear from our old friend "Smoke."

"A LITTLE MORE SMOKE"

"This life is a play," said Shakespeare. Those were the truest words he wrote. To some of us it is serious, to others just a joke and after many months of rest, again you hear from Smoke. We are having quite a winter and it has lasted quite a while, with the bottle below Cairo, it is rather hard to smile. The snow has been quite deep, but so far it has not been bad, at least not like a lot of winters I remember we have had. Things go on and on in Marmarth, pretty much the same, not so many changes, but a couple I could name. Jack Allen has gone to Harlowton, of course, we wish him back; when they wanted a man to "cut the buck," they just simply sent for Jack. He was always a booster, and really a good old sport, so we feel right here in Marmarth, that his going leaves us short. It will be a change in Harlow of ins and outs and loops, but we know he will enjoy being with our old friend Hoopes. Shirley Strong has gone on his vacation so I hear. The old boy figures on taking one each year. He is going to Milwaukee, and then on to sunny Cal. Wouldn't wonder if he stopped in Minneapolis to pay a visit to his "gal." Richey has worked all winter, things go on without a slip, he takes his two days every month, oh, what a chance for Skip. M. A. Tripp is still our agent and I recall some time ago, he said he would write a line or so, in answer to A Memory and play a little joke, but I look every copy over and I still think Smoke is Smoke. What is the matter, Marvin? I think that would be keen, and it sure will put a lot of interest in the Milwaukee Magazine. This also goes for Al Phillips down in McIntosh; go ahead, Al, write an answer, let's see what you got, by gosh! Number three and six have changed from daily to tri-weekly, so Ogden is the conductor instead of Chris McGee. The Moxness house has been moved over in the park, which will be quite a handicap this summer after dark. Not many changes otherwise, things very much the same. Happy to see Strieble and Delange on the old way-freight, again. King just came back from Seattle and hasn't landed yet, he will probably take the local, or three and six, I bet. Saw Vic Nord some time ago, said he was feeling fine, but rather lonesome as it were for Louie Schiefelbein. Louie was in the hospital up in Miles City but is better now says he. Ernie Carter is in the hospital now I understand, good luck to you, Ernie, hope by now you are feeling grand. Bert Doud was in with Ernie, so someone said—a little trouble with an infection in his head. Heinie Wyman is flagging on a passenger out of Miles. When he bumped Shorty I understand there wasn't many smiles. Now let's all get together and when we have some news or so, let's send it down to Dora, she has a tough old job, you know. She works her eight hours most every day and news is hard to get, but with all our help we sure can be Out where the West begins you bet.

SMOKE.

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

WE were all grieved to hear of the death of Peter Mottershead, veteran engineer, who died at his home at Mason City, February 24, 1929. He died after an illness of three months.

Mr. Mottershead was probably the oldest railroader in Mason City. He was born in Burnage, Lancashire County, England, January 6, 1835. He entered the service of the Milwaukee Road at Milwaukee, Wis., on April 3,

1882, and piloted engine 559 to Calmar, Iowa, making his first trip on the I. & D. Division, April 5, 1882, with Frank Gibbs as fireman. His early railroad experience was obtained in England, where he entered the service of the Shrewsbury and Chester Railroad in September, 1853, and on April 17, 1857, was promoted to engineer on the Great Western System in England and was in active railroad service in England, Canada and the United States until he was retired by the Milwaukee in 1915.

Mr. and Mrs. John Inman were called to Siloam Springs, Ark., on account of sickness in the family.

We are glad to hear that Mr. L. R. Meuwissen's son, who has been ill with scarlet fever, is recovering nicely.

In case you didn't know, those snappy, hit the mark, posters, put out for the card party in February, were made by Stasia Harding, of the master mechanic's office. Great credit is certainly due her for the fine work she did, and we know that a goodly per cent of the crowd there that night, was there on account of the posters.

Mrs. C. E. Snere, wife of freight house clerk at Sheldon, was called to Long Beach, Calif., on account of sickness.

Mabel Buchanan, of the car foreman's office, just can't stay home any more. She made a flying trip to St. Paul during the first week of March.

We have been advised that during the cold weather the train crews fed the pheasants along the right-of-way in Iowa, and now they can't keep them away from the tracks. At any rate, the trains seem to be killing quite a number of them, which is really too bad, as the roadmaster at Mason City is getting quite nervous over the fact that there might not be any left to shoot when the hunting season comes around. He would like to know if the game warden could not devise some means of keeping them away from the trains, so that when hunting season arrives, he may have his chance at them. Can't some one speak to the game warden about this—or what plan would you offer?

Congratulations are extended to Mr. and Mrs. Harold Colloton, on the birth of a baby girl, February 23, named Kathryn Carroll. Mr. Colloton is a machinist helper, now working at Minneapolis.

Report is made to us that on March 3, Chief Dispatcher Meuwissen, went to church and prayed so hard and loud for snow that the Radio Station K N A X, at Yankton, S. D., heard him and broadcasted it and wanted to dedicate a song to him.

Michael Barry, an employe in the Local Store Department, is off duty on account of having received several broken ribs in an accident.

Glenn Weakly, of Minneapolis, is the new clerk in the Engineering Department at Mason City.

C. E. Mutschler, chief clerk in the superintendent's office at Mason City, was the representative of the Milwaukee at the bus hearing, held at Fort Dodge, the latter part of February.

General Superintendent Mitchell, of the Union Stock Yards and Transit Company, Chicago, made a business call at the office of Superintendent Ingraham, the first week of March.

Suzanne Ingraham, eighteen-month-old daughter of Mr. and Mrs. W. F. Ingraham, Jr., of Omaha, underwent an operation at Sioux City this week, for the removal of a one and a half inch nail, which she swallowed, and which lodged in her lung. We are glad to hear that she is greatly improved.

O. A. Beerman, trainmaster at Mason City, spent a few days the first part of March, with his mother at Guttenberg.

H. H. Green, local slip foreman in the roundhouse, was called to Minneapolis, during

the first part of March on account of the death of his mother. Our sympathy is extended to Mr. Green.

H. Gasper, formerly roadmaster at Mason City, and now of Marquette, visited at Mason City, February 28. We are always glad to see Mr. Gasper.

Maurice Bost, division engineer, made a business trip to Minneapolis the latter part of February.

Lester Switzer returned about the first of March from Chicago, with a brand new cigarette lighter.

Why the smile, Nellie? Oh, yes, spring is coming, and Grandpa White will return from California for some of our old-time dances.

Dimples is now talking all of Lyle's time, including a new wrist watch.

Marion Schultz, of the roadmaster's office, at Mason City, spent Washington's birthday at Sioux Falls, with her mother, Mrs. J. W. McGuire, of Sanborn.

Mr. and Mrs. Sylvester German spent a few days in Minneapolis the latter part of February.

Section Foreman Vance Macha, of Giard, had on operation for appendicitis during the latter part of February, but we hope he is now improving.

John Barnett, section foreman at New Hampton, has been off duty on account of being laid up with rheumatism.

The steel crew is just putting the steel bridge into service at Chamberlain. They have a new 30-foot steel span in service and it is hoped that the ice will not hurt us as much this spring as it did last spring. It is also hoped that we will get another steel span this year, so that the ice will not give us any trouble next year, and we will be able to keep the confidence of our shippers and thus increase the business on the Black Hills Line.

During the severe period in February, when traffic was practically paralyzed, we had several different kinds of equipment in use, the locomotive crane, Gordan spreader, new cut widener just completed by J. M. Hayes and wedge snow plow and flanger. It is hoped that we will not have to use this equipment any more this spring, as it costs so much money to operate.

Sympathy is extended to H. Kinney, chief clerk in the local freight house at Mason City, on the death of his father, March 8, at Joplin, Mo.

Our society editor has just returned from a dinner party. The party was given by the Women's Club for the girls in the local offices. A delicious chicken dinner was served and greatly enjoyed by all the girls. St. Patrick's decorations were used very cleverly and the games which were unusual, were greatly enjoyed. Bridge finished the evening.

Illinois Division

M. J. S.

THE death of Conductor Jacob Deill oldest Illinois Division passenger conductor, which occurred February 20 at his home at Maywood, Ill., was a shock to many railroad employes who knew him well. About three weeks previous to his death he visited at the home of Conductor F. B. Wheeler, a lifelong friend, and seemed in good health. Conductor Deill, better known as "Jake" was the oldest surviving conductor from the Chicago & Pacific R. R., which was a short line running from Chicago to Byron, 88 miles, and bought by the C. M. St. P. May 1, 1880. Conductor Deill went to work for the Chicago & Pacific about 1874, and when the Southwest Limited train, Chicago to Kansas City, was put into service, he was one of its first conductors, which run he held until he was injured at Moline, Ill., and he was not able to return to duty again. Other employes of the old C. & P. R. R. were W. K. Hawthorne, John Flinn and Frank Kelly, all now deceased; three of the same group who still survive are Conductor F. B. Wheeler, now on the Southwest and Engineer Wm. Salisbury on the Elgin Pusher, also Engineer Wall, who has not been able to work for some time. Conductor Deill held a service date on the Milwaukee as conductor of August 10, 1880. He was employed on the C. & N. W. prior to his service with the Milwaukee Railroad. Funeral services were held at Elgin, Ill., February 22, and interment made in the Bluff City cemetery of that city. The wife and an older brother, Dan Deill of Elgin, survive. Deepest sympathy is extended. Engineer Jas. Sites and Mrs. Marie Barth were married February 18 at Freeport, Ill., at the First Baptist Church. They will reside on Fitch Street at Savanna. Congratulations are extended.

The Savanna Fire Department was called to the Milwaukee coal sheds the latter part of February when a \$150.00 electric motor was destroyed.

Wanted---Track Machine Operators

THE MAINTENANCE OF WAY DEPARTMENT OF THE C. M. St. P. & P. R. R. has openings for men mechanically inclined, in good physical condition, between the ages of 21 and 45, who now reside along the lines of the Railway, and will give preference to those now employed as section laborers, who may be more or less familiar with railroad work, and have no objection to work at any point on the railroad. Any applicants who may be interested should file application at once to the undersigned, indicating name, address, age, whether married or single, weight, physical condition, where now, and by whom employed and in what capacity; also stating what experience you have had running machinery, and whether you have a proper small kit of tools with which to make minor adjustments, if engaged.

The machinery referred to is: Rail Laying Machines, Rail Oilers, Weed Mowers, Weed Discers, Tie Scorers, Tie Tampers, Adzing Machines, Track Lifters, Motor Cars, and other light power track machines.

Any men interested in this class of work will be given consideration and proper instruction if engaged. Applications should be made at once to—

C. H. ORDAS

Supervisor of Motor Cars

898 Union Station

CHICAGO, ILL.

CLASSIFIED ADVERTISING

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

FOR SALE

For Sale—Chinchilla Rabbits, Guinea Pigs. Write D. C. Jorgenson, Agent, Chester, Iowa.

For Sale—Boston Terriers, \$25.00 and up. Shipped on approval; papers furnished. For particulars write Geo. E. Madsen, Weston, Iowa.

For Sale—American brown water spaniel pups; males, solid color, \$15.00; white markings, \$10.00; females, \$7.50. Papers furnished. F. Byron Frazier, Williamsburg, Iowa.

Old postage stamps—sell, buy or exchange. Stamps on approval, sold as low as one-tenth catalog price. Liberal buying and exchanging terms. Write Frank Reynolds, 1116 East Denny Way, Seattle, Wash.

For Sale—Chinchilla Rabbits. Stahls Gold Certificate pedigreed stock for breeding. W. F. Van Gilder, Tomahawk, Wis.

For Sale—Junior Chinchilla and New Zealand white bucks, pedigrees furnished, eligible to register. For information write W. J. Barth, 1915 2nd Street, Perry, Iowa.

For Sale—General Electric Compensarc, 110 A. C., steps up 20-40-60 Amps, nearly new; can be used either with one or two picture machines. One Wagoner Rotary Converter, 110 A. C. side, 60 volt, 35 Amps, D. C. side. Just the thing for any house with two machines; any reasonable offer will be considered. G. F. Rediske, Slayton, Montana.

Yard Foreman E. G. Graves has returned from a visit at Denver, Colo., where he spent ten days visiting his sister, Mrs. Mark Sheldon and family.

Engineer O. A. Landrum and wife visited February 17 in Milwaukee with their daughter, Mrs. Ed Baker and family.

Nahant roundhouse foreman H. W. Kressin, died at the Mercy Hospital at Davenport, February 14, after a lengthy illness. Mr. Kressin was employed at Nahant as roundhouse foreman since 1920. He was a member of Trinity Lodge A. F. & A. M. of Davenport. Those who survive him are his wife, daughter, Gladys, and son, Donald, his father and two sisters of Milwaukee, Wis., and one brother, A. J. Kressin, roundhouse foreman at Perry, Iowa.

Funeral services were held at Milwaukee, February 18, with burial in the Union Cemetery at that place. Deepest sympathy is extended.

Anabel Slade, daughter of Conductor H. G. Slade, fell on the icy pavement February 18 and broke her nose. She received treatment at the Jane Lamb Hospital at Clinton, and returned to her home at Savanna, February 23.

Miss Louise Uhlman, car clerk at East Moline, died at her home in Rock Island, February 12. Miss Uhlman was employed at East Moline in the joint service of the C. M. St. P. & P. and C. B. & Q. since September 9, 1907, giving 21 years of efficient and faithful service. She was taken sick the latter part of November and was obliged to leave her desk. She had been in delicate health for several months which developed into various complications. Miss Uhlman was familiarly known to everyone as "Miss Lou." Though crippled since childhood she was of a genial disposition and had a ready smile and warm heart for all. Miss Uhlman lived a beautiful Christian life, always loyal to her employers and friends, striving to make life more pleasant for others. She will be missed by many. She is survived by her aged

For Sale—Dahlia Bulbs: six new Giant flowered and popular varieties \$1.00 postpaid. Each labeled with name. Others 25c up. Write for list. Harry C. Aiken, 522 S. Fourteenth St., La Crosse, Wis.

For Sale—Fishing Tackle. A full line of high-grade, hand-made split bamboo bait and fly rods. W. B. Holcomb, 6414 Nordica Ave., Norwood Park, Chicago, Ill. Phone Newcastle 1893.

For Sale—Chinchilla Rabbits. High grade, heavyweight. Pedigreed Chinchillas or standard Chinchillas. Scott S. Clark, 1902 N. Second St., Perry, Iowa.

For Sale—Chinchilla and Silver Black Fox Rabbits. Registered stock. Write G. C. Meigher, Agent, Waukau, Wis.

For Sale—5 acres Florida land, unimproved. Palm Beach Co., Tr. 42, Blk. 33, Plat 3. Around 14 miles from West Palm Beach and 6 1/2 west of Lake Worth, Florida. Abstract brought to date. All taxes and drainage paid. Price, \$250.00. Geo. R. Lyons, 1615 4th St., Perry, Ia.

For Sale—Chinchilla Rabbits from Stahls Gold Certificate stock for breeding from pedigreed and registered stock. Young does, \$6.00; bucks, \$4.00 while they last; also few pedigreed New Zealand Whites. W. F. Van Gilder, Tomahawk, Wis.

For Sale—Telegraph Operators attention—For sale almost new Vibroplex Single Lever, \$10.00. S. N. Belanger, 645 Henry Building, Seattle, Wash.

mother, who is an invalid, three sisters, and a brother, Agent H. E. Uhlman of East Moline. Funeral services were largely attended at Rock Island, with interment at that place. Profoundest sympathy is extended through the medium of The Magazine.

Effective March 1, Mr. J. H. Lord was appointed roundhouse foreman at Nahant—Mr. H. W. Kressin, deceased.

Conductor H. G. Smith, new safety bureau man, now has his headquarters at Savanna instead of at Kirkland.

Miss Betty Kross, former yard office clerk, has entered nurses' training at Mercy Hospital at Dubuque, Iowa.

Mrs. Hans Sorenson, wife of Wrecker Engineer Hans Sorenson, visited with her son, Trainmaster J. T. Hansen and family at Chicago, February 25.

Congratulations are extended to Switchman Laird Castle and wife on the birth of a daughter, March 5. The little miss will answer to the name of Martha Jean.

On March 5, Switchman Guy Manson received painful burns when he stepped into an uncovered steam pit in Savanna yards. His legs were badly burned and he is confined at the Savanna Hospital. All hope for his speedy recovery.

Miss Madeline Reinehr, sister of Agent A. J. Reinehr, visited at Savanna for several days and recently returned to her home at Syracuse, N. Y.

Mrs. J. S. Tigerman, wife of chief clerk, superintendent's office, Savanna, visited her parents, Mr. and Mrs. Solomon Frisch at Minneapolis, March 1, for a few days.

Injured Machinist Paul Hammerstein and wife of Savanna, have returned to their home after a delightful trip of a few weeks' visit in Los Angeles.

Roundhouse Employee Chas. Flink of Savanna, accidentally stepped into an open steam trap at Savanna roundhouse, March 1, and was

severely scalded. He was removed to the Savanna City Hospital and is resting easier at this writing.

Harry McKenney, 40-year member of the Milwaukee Veteran's Association, and secretary-treasurer of the B. of R. T., died at the Savanna Hospital February 27, due to heart failure. Mr. McKenney lost his right arm in a railroad accident while in the employ of the Milwaukee many years ago. He was employed as city comptroller at Savanna, which position he ably filled, and will be missed by many who knew him. Funeral services were held at the Episcopal Church at Savanna, with interment in the Savanna cemetery. He is survived by four sisters, his wife and parents having preceded him in death several years ago. Sympathy is extended.

Mrs. Henry Shaffer of Lincoln, Nebraska, was a guest at the home of her son Machinist Ed Shaffer and family of Savanna, and recently returned to her home at Lincoln.

Emma, the little daughter of Brakeman Vernon Hollister, Savanna, had the misfortune to break her arm while playing near her home. Bone was set, and she is getting along nicely.

Switchman Gus Schult of Davenport, was called to Arena, Wis., account the death of his mother. Sympathy is extended.

T. N. Bahwell, trainmen's timekeeper, superintendent's office, Savanna, and wife visited at the home of the latter's parents at Sabula, recently.

Station "WGC" Savanna Yard "A Chip Off the Old Block"

SWITCHMEN Waterman, H. Radke, Richard Smith, and Wm. Smith, have started raising mustachios. The "drooping eye brows" have added much to the boys' beauty.

Dickery, dickery dock, the mouse ran up the clock, the clock struck one—and registered—the merchandise cars are being handled more carefully.

Business has been so heavy and we have so many engines working that it is hard sometimes for engine foremen to distinguish their own engines.

Miss J. McGrail has been bothered with a bad cold for the past month—it is a "Scotch cold"—awful tight.

Operator Ray Fields was on the sick list for a week, Operator Carroll relieving. Mr. Carroll is from Pocatello, Idaho.

D. D. Kennedy, Jr., switchman, Savanna yard, has been laid up at his home for the past three months with rheumatism.

Grant Dahl, assistant yardmaster, attended the funeral of his cousin in Chicago the latter part of February.

Mrs. B. Follett left for Chicago on March 2. Mr. Follett laid off the same day on account having to see her off on the train.

Mr. William Hardcastle, engineer, has tendered his resignation as deputy sheriff of Carroll County, according to information received from Miss McGrail.

Engine Foreman W. F. Brose has been off the past week, a victim of lumbago. Moral—keep your rubbers off the salty lead.

Engine Foreman Earnest Graves, and his twin sister, celebrated their forty-eighth birthday, at the latter's home in Denver, Colorado, March 3. A very enjoyable time was had by all.

Assistant Yardmaster Wm. E. Smith, who underwent an operation at the City Hospital some months ago, has returned to duty and is working as chief caller on the 4:00 p. m. shift, until he regains his strength.

Switchtender E. Kurth is the proud possessor of a new Pontiac auto. If they would only get the pavement put in between Savanna and Dubuque, an extra switchtender might get a few days' work now and then.

An electric enunciator was installed at the rail mill switch shanty, February 19, so that switchtenders at that point will know that a train is out of Hickory Grove and keep them moving. If they would now install electric switches it would be a great convenience.

Lanark, Illinois, won the district tournament held at Savanna, March 9, and Bill Clerk Geo. Correll has removed the big letter "S" from his college sweater.

Car Checker Wm. Jensen is in the market for a new car. No use Bill, you will have to ride by yourself now.

Mr. L. R. Kentner, assistant yardmaster, is the proud possessor of a new pair of trousers. He was reaching for some tonnage for No. 69 and he lost his balance—result—trousers total loss.

The Misses Mamie Weber and Lillian Norman, of Bensenville, were visiting friends in Savanna latter part of month. We have not found out just who they were visiting.

River Division

Margaret Maher

THIS has been one of the busiest winters to be chronicled on the pages of history for some time. Shoveling snow has occupied the most of every one's time. The Car Department at Wabasha has surely had a great amount of work during the past month. Carman Mr. John Murray, of Farmington, arrived to help out during the busy season.

Section Foreman John Wagner, of Red Wing, is taking his annual vacation and it looks like "J. W." will be off until it is warm enough to be around without overshoes.

Switchman J. B. Shafer, of Red Wing, is the proud father of a baby boy, born on New Year's day. That surely was a welcome greeting.

Curtis Byrne, bill clerk at Red Wing, who is better known as "Brakeshoe," is making a short visit to Chicago.

Engineer C. Stimson journeyed to Minneapolis to try his luck bowling in the I. B. A. So far, haven't heard how Charlie came out.

Yard Foreman E. W. Raetz, of Red Wing, is the proud father of a baby girl, born on the sixth day of February.

We will all miss Harold Fritze, who has been the cashier in the Red Wing freight office, for a number of years. Mr. Fritze has resigned his position with the railroad and has accepted a position in the county treasurer's office.

Engineer Woods, who has been firing on the Cannon Falls Line, was called to Austin, to running on the main line.

Mr. F. Auman, of the Police Department, and Mr. E. J. Kerwin, Fuel Inspector, were at Wabasha on January 28.

The many friends of Mr. John Fleming, roundhouse car foreman, at Wabasha, will be pleased to know that he is gaining very rapidly and will be seen in a short time making his usual rounds in the yard and around the many places over which he has supervision.

Mr. E. F. Palmer, district master car builder, spent a short time at Wabasha the past month, in connection with bad order cars. Mr. Palmer is surely a welcome caller and his splendid suggestions are put into practice.

All the employees on the River Division were greatly shocked and deeply regretted to hear of the death of one of the most popular engineers on the River Division, Mr. Gene May. Engineer May had been in charge of the engine pulling trains 54 and 59, for some time, and was always held in the highest esteem by his fellow workers. His loyalty to his post of duty has been a marked characteristic throughout his entire career, but when the Great Master whispered to him his call, Mr. May's loyalty to duty was again demonstrated.

The passing of Mr. May takes one of the oldest engineers on the division. The funeral was held at Minneapolis, which was largely attended, and the large floral offerings and the large cortege demonstrated the esteem and respect in which he was held. Sympathy is extended to the surviving relatives.

Veteran River Division Agent and Operator Charles D. Shepard, passed away at La Crosse, at 7:30 p. m., February 7. Sympathy is extended to the family.

Mr. John Turney, district master mechanic of Minneapolis, was at Wabasha, February 12, in the interests of the Mechanical Department.

Mr. John Ostrum, chief carpenter, and Mr. W. T. McNamara, roadmaster, spent February 15, in attendance at Safety First meeting at Minneapolis.

Madison Division Notes

W. E. F.

WELL, here I am again, trying to make the line. You know that old motto: "If at first, etc.—Try, Try, AGAIN." That's me all over.

Harriet Mulligan, clerk at Janesville roundhouse, has returned from Miami, Fla., where she spent a delightful vacation.

Thomas Clifford, engineer, Janesville, will soon join the benedicts, and he and his bride-to-be expect to honeymoon at Niagara Falls and New York City. Congratulations.

Victor O. Cox, of the ticket office, is another who thinks two can live as cheap as one. The bride-to-be is Miss Vuelah Ormond of Madison. The happy event will take place in April, and they expect to tour the east on their honeymoon. We understand the society editors of the local papers call Vic about a dozen times a day, wanting his picture and all the dope. Don't be so bashful, Vic, next time it will not be so embarrassing.

Alice Reese, genial clerk at Mineral Point, has resigned. You sure will be missed, Alice.

Thomas Fox, Janesville engineer, has received a forty-year button from the Brotherhood of Locomotive Engineers, he having just completed forty years as a member of the lodge.

Zebine C. Willson, of Palmyra, was at Division headquarters a few days ago visiting his host of friends and proudly exhibiting a lapel button indicating sixty years of service.

As a matter of fact, he has completed sixty-seven years, but says will not get another button for three years more, then he expects to have the distinction of wearing a seventy-year badge of honor. He is certainly a credit to the service of the Milwaukee road.

Michael J. Keating, one of our old-time employees in station service, passed away the latter part of February.

"Mike" was loved and respected by everyone who knew him. He was a faithful, honest, and efficient employee. His place will be hard to fill. May he rest in peace.

Berdella and Frank secured a license recently. One for a Paige and 'tother for a new "FJORD."

Jimmie Devereaux, baggageman, must have some ZOO at his home, as he rescues all stray animals around the station, and he is very kind to his pets. "That's fine, Jim—show you are Hu-Man."

Fred Liegois, chief clerk, is the Dr. Lulu Peters of the office. Information given freely on — or what have you.

We welcome Mr. W. F. Reilly, who comes to the division as chief carpenter, and are glad we are not to lose Mr. Ed Murray, as he will join the engineers' office located here.

General Office, Chicago

Vila

INFORMATION wanted: Can anyone tell us if Carl plays the harmonica? If not, why does he carry one around?

New Relay Actuates Warning Signal in Alarm Circuits

THE General Electric Company announces a new relay, CR-2810-1245, for use on various types of alarm circuits. This device is of the normally-closed type and functions to actuate a warning signal on the failure of power.

The new relay is strongly built, of simple construction and operates very quietly. The contact construction is of the silver-to-silver type, and is double-break. It is made in standard ratings.

Applications of the relay are expected to be many and various, ranging from simple failure of power where no more serious consequences result, to more involved circumstances where power failure would result in serious consequences, such as the failure of heat in an incubator. The warning signal controlled by the relay may be a bell, a horn, a whistle, a light or any other common device, and would probably be energized by batteries.

STOP

in and consult me before you buy your jewelry, watches and diamonds.

My prices are right. I have a large stock for you to choose from, and I am always glad to see you.

Authorized watch inspector for
C. M. St. P. & P. R. R. Company

MILTON PENCE

Room 701

29 E. Madison St.

CHICAGO

Hugo Weiher is Bartlett's exponent of fashions for college boys. Hugo says a dash of color in everything is all the go in Bartlett. Pipe the purple hat.

Wonder why Margaret insists on Hugo playing the wedding march every noon on the harmonica?

Columbus Crawford paid a visit to the office the other day. We were all glad to see him again. Hope he will soon be able to "ditch" the crutches.

Little Adele Hayes is the mite of sunshine that arrived February 23, to brighten the Hayes' home. Grandpa "Jim" and Daddy "Dick" sure look happy.

A. E. Lodge's office has recently moved from Fullerton Avenue to Union Station, and is located in Room 288.

Twin City Terminals

Mac

ON February 15 there passed unto his last resting place that venerable gentleman Edgar H. Smith, whose services with the Milwaukee System exceeded sixty years.

Starting in the train service as a brakeman on the McGregor & Western Division of the old Minnesota Central Railroad (later absorbed by the "Milwaukee") in 1864, at the age of fifteen years. Mr. Smith soon transferred his activities to the station service and in 1868 he was appointed agent at Owatonna, Minn. He

Along the

"MILWAUKEE"

in Montana you will find stores that help you save on your apparel wants.

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CHICAGO, ILLINOIS

subsequently advanced to positions of greater importance, having been freight agent at Winona, Minn., for a number of years; and from this position he retired from the service for a short period on account of failing health. He later re-entered the service in new construction work on the Wisconsin Valley Division and during the past thirty years (until his retirement about three years ago), he had been connected with the Minneapolis freight station, the greater part of the time as chief bill clerk.

No more faithful worker ever served the Milwaukee Railroad than "Ed" Smith and even after his retirement, he maintained his interest in the company he had served so long and faithfully. He visited frequently at the freight office with his "boys and girls," all of whom loved and respected him.

Mr. Smith's wife passed away on January 31 and his strength apparently was not sufficient to withstand the loss of his life's dearest companion.

His memory will be revered with those of us with whom he labored and his keen intelligence and friendly witticisms will be sadly missed.

Mr. Frank Johnstone, special officer in the Milwaukee Police Department, was killed on the night of March 11, at South Minneapolis yards, while on duty. Funeral service was held on March 14, at 2 P. M. Sympathy is extended to the wife and family.

Miss Hall has accepted the position of stenographer in the district engineering office, succeeding Hazel Severts. The Engineering Department thinks they have the best stenographers in the building now.

Mr. A. F. Alexander attended the signal show in Chicago last month.

Mr. C. H. Welch has been assigned to car-checker position in the local freight office, succeeding Mr. J. J. Spellane, who is at the Glen Lake Sanitarium on account of ill-health.

Georgia Perry, Accounting Department; Elizabeth Hessburg and Mae McAndrews, Local Freight, attended the bowling tournament at Chicago, on March 9. The Twin City team of the Railway Business Women's Association brought home the cup. The Twin City girls won the cup last year and it pleased us very much to hear they brought it back with them this year.

Al Wareham, cashier's office, local freight office, was playing his radio the other night and smoke came out of it. He thinks he had Pittsburgh.

Harry Nee came to the office the other morning wearing a new shirt. Color, a delicate pink. Don't know what happened to the shirt, haven't seen it since. It is alright, Harry, it gave us a feeling that spring had arrived and we looked around the next morning and expected to see a robin or two.

Milwaukee Shops

H. W. G.

VETERAN JAS. CONNOLLY, chief engineer of the Car Department transfer table, has been off sick since early in February. We are in hopes to see you around pretty soon, James.

Chas. Pfeiffer, out in a Waukesha sanitarium, according to last accounts, is not recovering as well as was hoped. Chas. has been out there a long time now, we hope for the best for him.

Mr. Geo. Prentiss has returned from a trip to Florida, and feeling better, which we hope will last.

The magazines came in the 7th this time, a bit earlier, an improvement that is appreciated. That is a good article on beautiful Red Wing, Minn. We scaled Barn's Bluff once, which was some climb.

Some of the veterans with lapsed dues seem to be getting sick of being jollied about it and have started to come across.

In the death of little Joseph, the 12-year-old son of Joe Koch, the 7th inst., the whole shop mourns. Sooner or later we all must pass this same route, whether we will or no.

The old Menominee for the first time this season, is starting to rise. There is no chance, however, for the shop floods, same as we had some years ago. However the Milwaukee River is now on the climb.

The T. M. E. R. & L. Co. are cutting a big slice off the south edge of the bluff north of the tracks for their elevated rapid transit and using the dirt to fill in the trestle across the west flats.

This writer is rather on the winter flu list lately, hope the warm weather will bring a more favorable change.

Walter Gregg, night roundhouse foreman, Milwaukee Shops, died at 4 A. M., March 15, from a stroke of the day before. He was on duty the night before. Another faithful employe gone.

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

Nora B. Decco

WELL, McKenna says he went down there during the cold weather to visit his sister, Ted Asher says he had to go to California to see if Oakland was still in the same place it was last winter, and Townsley says he took all those passenger runs so he would know what the west end looked like, never having been allowed over there except in an automobile or when he paid his fare to go to Butte for the Fourth of July. Chester Bales—well, of all the things he says—but the stories his wife tells are 'way different than the stories he tells. They all say that they were getting out, wood down there at the river though, and still are, but we just can't help but wonder why it is they went down to the Jefferson all the time during cold weather when it wasn't so hard to chop wood, and now they all get up early and go up the Madison. (Fishing is good in the Madison now.) Mrs. Bales got a trout one day and Chester . . . well, he got—no, he didn't even get a whitefish, let him tell you. But next trip he got a carload of big ones.

Conductor Jess Cook fell in Butte while walking on an icy pavement and was laid up for a few days in the hospital there, and did not work for a few weeks.

Conductor Pogreba was quite badly hurt early in March while helping to pull a draw bar from under a car in his train; has been in the local hospital here for a week and is laid up for some time. We all hope to soon see him back again to work however.

Mrs. A. E. Barnes, wife of Engineer Barnes, has gone east to see her daughter, Lucy, who was operated on at Cleveland, early in the month. She expects to return some time the last of March and will bring Lucy with her for a rest. Lucy has been in training in that city, taking a course in nursing.

Engineer Crockett has returned to The Rocky Mountain from the Northern Montana Division, where he has been on passenger this winter, and is now on a work train on the east end here.

Another helper has been assigned to Lombard and a fourth to Butte Yard. Business still continues good here and we all look forward to a busy summer. Another work train will soon be put on in the pit here east of the town and will start hauling gravel as soon as the weather permits, if the sun comes out and stays out a few more days as it has the past week, said weather conditions will be "as ordered" and work will go right along.

The rocks which have been falling now and then whenever the weather got wet east of Lombard near the slide were removed last week, with two work trains with steam engines and will not cause any further trouble, we hope. Our superintendent, Sorenson, went over and took a piece of chalk and marked the places he wanted the rocks to fall when they did the blasting and they fell right where he told them we heard, so everything is all right again.

We regret to write of the death of the brother of Engineer Martin of Butte Yard, on January 21. Mr. Martin was a resident of Harlowton for many years where he had been in business there and everyone knew him. He was south visiting a sister when death came. We offer our sympathy to his family. Engineer Morris Martin has returned home again and is back on the helper at Butte Yard.

Another sudden death which shocked the entire division was that of Dr. S. K. Campbell of Harlowton, the evening of March 7. Dr. Campbell was a Milwaukee Hospital physician and located at Harlowton in 1907. He was 47 years of age, had a wife and 3 children, with a mother and two sisters in Missouri. Everyone who knew him liked him, and the division extends their sincere sympathy to this family in such a great loss.

Fireman Fink has gone to Dakota to his sheep ranch. He said he had to build a sheep shed, then he will be back and later return to the ranch and build another shed. He says his sister-in-law is a fine cook, and we suspicion maybe there is another reason why he has to go back there and build so many sheds. Cooking for one's self, especially when one can't cook so very well, we hear is a tiresome thing to do for long.

Jim Beatson says he can't dance while the train is moving and any way, we don't think he would either no matter who says he did.

A daughter, Gloria, was born at the local hospital to Mr. and Mrs. Chas. Wikoff of Lombard, March 4. Congratulations.

Mrs. Merrill of Lewistown has been the guest of her son and wife of this city for several weeks, returning home March 17.

Mrs. Butler, wife of Engineer Butler, has been a patient at the hospital for a week. She is recovering from a very serious operation and her friends all hope to soon see her home once more.

You may look for a lifesize photograph of Boardman Matt Voss of this place soon. Everyone in the town has a telephone but three

extra men and so he bought a hundred dollar horse (that is what he paid for it not what it is worth) to call these said three men. He has the horse trained so it will jump sky high at a steam whistle never having been in off the range until twenty-four years ago last summer, and the only way Matt can catch him is tire him all out in a corral, and then he lies down and he gets the saddle blanket on, that is as far as he has got yet. Soon as he gets another pay day he is going to get a saddle and then will amuse the tourists this summer playing cowboy. He has a large and amused audience now; what will it be then? Never saw anything in all our travels like said side show, and with practice, he will be able to lead the parade about the middle of next June, and then—well, nothing can keep him working as boardman after that, hooray for the dude ranches and a pair of hair pants . . . well, when you see this picture that was drawn especially now for the next issue of The Magazine, you will know why he can't keep his hat on when the horse starts quick. Charlie Burrows says his top steps are all kicked to pieces, but how you going to get on the horse when there are no fences along Main Street?

P. S. The picture would have been in this number but someone wanted to write a poem and that takes time. Well, anyway, this poem would take time.

P. S. Her name is Bessie . . . No, no the horse, that is his name.

Wisconsin Valley Division Notes

Lillian

OWING to the absence from the office on account of illness, our notes have not occupied the usual space in the Magazine for the past two months, and we are anxious to again be represented, for there is always something interesting stirring on the W. V. Division.

The following items will be of interest to many, even though some of them are appearing a little late:

Patricia Mae Koss, born to Mr. and Mrs. N. E. Koss, December 8.

Robert Miles Shraake, born to Mr. and Mrs. Ted Shraake, December 15.

Richard Hudson Thiele, born to Mr. and Mrs. Byron Thiele, December 21.

Patrick Leroy Callahan, born to Mr. and Mrs. Dan Callahan, January 29.

Robert James Schaupp, born to Mr. and Mrs. H. J. Schaupp, February 25.

Henry Kriel, warehouseman, was at Wausau Memorial Hospital for about a week on account of an injury received while loading freight.

We have had our office rooms redecorated and everything has been given a bright new coat of paint or varnish, which is very much appreciated and we hope it will keep clean for some time.

About 35 to 40 members of the Milwaukee Women's Club went to Tomahawk, March 12, where the Tomahawk members entertained. There was a business meeting, a luncheon and cards and it was a treat for everyone.

Mrs. A. I. Lathrop has returned from Rochester, Minn., where she received medical attention.

Mrs. F. L. Hudson had the misfortune of falling down stairs while attending to her home duties. She dislocated her jaw and received other injuries besides being severely shaken up. This is the third serious fall Mrs. Hudson has had and we hope this one will not prove to be as serious as it now appears, and also hope for a rapid recovery.

A disastrous fire raged at Tomahawk, March 6, which resulted in totally destroying twenty-one buildings on the main street. The high winds spread the flames to both sides of the street and the blinding snowstorm made it

difficult for the firemen to get the flames under control. The extreme cold weather which followed made a spectacular scene out of the ruins.

Mrs. Henry Gilham was called to Racine, Wisconsin, on account of the serious illness of Mrs. Lyle Gilham.

On January 9 the Traffic Department held a very interesting meeting at the Hotel Wausau. Luncheon was served at 12:30. Mr. E. A. Lalk, assistant general freight agent; J. H. Judge, division freight agent; H. O. Everson, perishable freight agent; together with the local operating officers, were present. Mr. Lalk gave a very nice talk on new angles in the solicitation of business, that was very interesting and very instructive. All in attendance went away from the meeting with a fine feeling and determination to do everything they could to help the Traffic Department secure business and the Operating Department to do a good job in handling it after they get it.

The January courtesy meeting was held at Wausau, and the February meeting at New Lisbon. These meetings were well attended by all classes of employees.

Mrs. George Hams passed away at her home at Gleason, during the month of January, after an illness with influenza. The division employees extend sympathy to Mr. Hams and family. Mr. Hams is at present on the sick list and unable to attend to his duties. F. E. Williams is acting as agent at Gleason during his absence.

Conductor T. H. McCarthy has returned from Rochester, Minn., where he submitted to an operation. He has returned to his duties and tells us that he feels 100 per cent, and he certainly looks it.

Operator R. A. Davis has been getting quite a bit of extra work at various stations on account of the severe snowstorms that make additional service necessary.

A. R. Stout, agent at Babcock, has been off duty on account of illness for the past three weeks and is being relieved by Operator L. B. Carr.

W. Sanger, better known as "Bill," who has been freight house foreman at Wisconsin Rapids for a number of years, has accepted a position on the city police force, and he makes a fine looking policeman. Everyone wishes him good luck.

On March 15 Mr. J. H. Horn relieved Mr. W. Neary, day roundhouse foreman, Mr. Neary being transferred to La Crosse.

Russ Hanson, car foreman at Merrill, has returned to work after being absent since January, on account of being ill with pneumonia.

Mr. J. J. Casey, who has been traveling freight agent on this division for some time, is succeeded by Mr. T. A. Dodge, and when you meet him just call him TOM.

F. L. Doxtader, our Brokaw Scoot man, was off on account of illness and his return to work was the means of pleasing quite a few.

Automobile shipments are coming in very heavy and Freight House Foreman Frank Voeltzke, who is always looking out for the unloading and loading of freight, figured out a new plan for "Car Runways" that certainly pleased the men unloading autos.

Part of the freight house force has been given a regular starting time of 4 A. M. and it saves time and help in handling the merchandise and makes room on the freight house floor.

"If you want a friendly answer on the telephone, just call upon the Wausau freight house."

January and February, 1929, produced the largest amount of snow and the lowest temperature in the history of the weather bureau that was started in Wausau fifty years ago. We have had all we got coming, and are now look-

ing forward to spring. Both Mr. E. Callahan and Mr. C. H. Conklin claim they have seen a robin, while each one claims you cannot believe what the other one says. We hope it may be the truth.

We have just added two nice "I-4" engines to our assignment. They are certainly going to save a lot of time for the yardmen in performing their work.

Mr. Steve Schultz, and family, desire to thank the railroad employees for flowers and kind expression of sympathy extended during the death of Mr. Schultz's mother.

From the Cross Roads of the World

Roberta Bair, Historian

"HAD" STEWART and Ed Knuckey are now the proud possessors of a late model 1924 Master Buick. The machine is a beautiful big open job with eight coats of paint, and the boys expect to get quite a bit of service out of it as soon as the weather permits—if the machine retains its essential operating parts. The machine was secured through a clever piece of financing on the part of "Ed" and "Had." The first flight that was made could hardly be considered entirely successful, as it was necessary to make a forced landing at Brazil and return home otherwise. During the time the machine was inoperative at Brazil, it was guarded by the efficient Brazil police department. Since the Brazil flight only one other sustained flight has been attempted, and that was to Jasonville. The Jasonville flight was considered highly successful inasmuch as the boys were able to make the round trip in the one machine. Several short flights in the immediate vicinity of Terre Haute have been negotiated perfectly, there only being one occasion since the Brazil trip when a forced landing was necessary. It has been suggested that the boys install a gas economizer or add sails in order to overcome at least some of these forced landings. The machine has a lot of good features and these are being discovered daily (for instance it has been found that the engine runs better with six spark plug wires connected than with four connected) and it is thought that by vacation time the boys will be all set for a long hop, if they can continue the same sort of high financing that they are known to be capable of, in order to keep the machine out of the hands of the receivers.

Colonel "Tim" Colwell, flight commander for "Had" and "Ed," has gained considerable fame for his ability as an expert editorial writer. Some of Colonel Colwell's works are being published in a current monthly magazine. It has been rumored that a few large newspaper enterprises are trying to secure the services of Colonel Colwell. It is thought however, by his friends, that he will continue with the "open" air service as flight commander rather than accept any position as correspondent.

Edgar Hogan, Hollis and Rollie Keith Cole, clerks in the Traffic and Track Departments, respectively, at Terre Haute, recently disposed of their mediaeval vehicles to collectors of old metals, thereby amassing sums sufficient to turn their thoughts towards the radio world. Both of them have enjoyed practically sixty days of free radio service trying various types of sets on a deadhead basis. Recently the outstanding characteristics of Eddie's ears made it necessary that he discontinue further trials and he finally concluded to purchase a "Grieve" outfit with 12 bulbs, and King Cole closely followed suit; purchasing the latest model 16-tube crystal detector receiver. These machines had both been previously broken in, which assures us of the uninterrupted service of these two employees from now on. Both King Cole and "Dude" Hollis are now dyed-in-the-wool

radio fans, and their discussions each morning of the radio programs of the previous night and also the perfect performance of their machines with their assistants—Ruby Currie and Ralph Fallowfield—has caused Ruby and Ralph to become so thoroughly familiar with all the various makes of radio sets and their component parts, that either Ruby or Ralph could now easily pass examinations and obtain positions as trouble-shooters with any radio dispenser. King Cole lives in the north part of town where the static is not so great and claims to have gotten stations in Asia, while "Dude" Hollis, who lives on a farm south of town, has only been able to get Turkey. The competition between these two employes is quite keen and no doubt better distance records will be established in the near future.

Mr. Hammond, of Chicago, our former traveling auditor, visited us February 23.

Now that winter is about over, the stone business at Bedford is getting better. We look for quite a good business in the stone district this summer and fall.

The reserve supply of coke stored at Hulman Street by the Indiana Consumers Gas & By-Products Company, of Terre Haute, was practically all shipped out during the month of February. They shipped 1,230 cars via our line, the greater part of which went to Chicago and points beyond.

Mrs. T. N. Walters, wife of our assistant division accountant, is convalescing now at home and we hope for her complete recovery soon.

Pat Bailey, our operator, is taking Konjola, and we must say it is doing him a world of good.

Effective March 1, Mr. Harry Hughes, machine foreman, Terre Haute, was assigned to Bedford as roundhouse foreman, replacing Mr. Fred Dollarhide, who has been transferred to Montevideo as roundhouse foreman. We hope Mr. Dollarhide will like his new location, and we know how Harry feels about it.

February 28 was a day long looked for by Adam Rouch, Bluford Gadberry and William Fisher, employes at Terre Haute roundhouse. On this date they retired from active service and their names were added to the Milwaukee Employees Pension Association's payroll. The Benefit Society at the roundhouse presented each with a check for fifty dollars.

WEST CLINTON

Another winter has passed and we have experienced another year of good business. Ten mines in the West Clinton mining district have kept us busy, and it is only proper that we should mention the people of these different mines who have co-operated with us in handling last winter's business:

Edw. Dinkel, Embree Rout and B. Cloer, of the Coal Bluff Mining Company; M. B. Rausch, Otto Bond and Miss Harris, of the Walter Bledsoe & Company; Carl Short of Jackson Hill Coal & Coke Company; W. R. Lewis, Flora Cox and Clarence Higgenbotham, of the Shirke Coal Company; Ren Church and Miss Ferguson, of the Ferguson Coal Company; H. M. All, of the Binkley Mining Company; Leon Woody and Charles Balsor, of the Electric Shovel Company; Ray Miles, Clarence Carmichael, Charles Hayes, Edw. Garwood and William Hanneman, of the West Clinton Coal Company; and Curtis Grounds, of the Twin States Mining Company.

Without exception this is the finest group of mine employes we have ever worked with, and say with all sincerity that they are indeed people of high character and purpose, and we thank them for helping to make last winter's task a pleasure. We only hope the prosperity we have enjoyed in the past will continue throughout the coming year. E. L.

We enjoyed a short visit from Mr. C. J.

Kolsem and Carl Short, of the Jackson Hill Coal & Coke Company, one day last month.

Mr. G. E. Passage, master mechanic, spent a large part of his time here at the roundhouse last month.

Mr. J. H. McDonall, trainmaster, enjoyed a short visit from his brother-in-law, Mr. Garwood, of Montana, last month.

Guy Kelley, general yardmaster, was in Chicago the first part of last month. We do not know whether he was ever up there before, or not. He was relieved by Conductor W. G. Pate.

Frank King, of the Water Department, is on the sick list at this writing.

Yardmaster O. L. Clawson was off several days on account of sickness last month. He was relieved by Conductor Jay Kindred and M. L. Hewitt. Oscar is again hack and is as jolly as ever.

Trainmaster Mr. McConall spent the greater part of his time last month at Faithorn, West Clinton and West Dana, and through his efforts much was done to alleviate the congested condition at these stations.

Harold Jones, of the Car Department, has become a benedict. His fellow workmen enjoyed cigars at the event. He and his bride will live on a farm at the edge of St. Bernice. We extend congratulations.

"Mickey" says he will take his overshoes off about the fifteenth of April, but we would say it will be about the first.

"Mickey" keeps his hens in a big pen—

To lay white eggs for the R. R. men.

Brakeman O. A. Young has moved to St. Bernice from Elnora.

Brakeman Sam Gritten spent several days at his home at Bismark, Illinois, on account of illness in his family.

Car Inspector R. Kyle is another to join the happy radio family.

J. M. Wright is still checking wheel reports, so it is up to you trainmen to make them out right. And Joe, watch the "Cauliflower."

Our office cat is back after spending the winter at the hotel. It will be good-bye mice, now.

Someone described Yardmaster George Lundwall as "that little grey haired man." Now we don't think he looks any older than he did ten years ago—twenty-five cents, please.

Paul Sandusky says he will never put his lunch in the mail box again as the operator and yardmaster almost sent it away.

La Crosse and Northern Division

Items

Eileen

I THOROUGHLY enjoyed reading a letter sent to a conductor on a foreign line by a lady passenger who had been carried by her destination, and thinking perhaps you would too, I'm passing it on to you.

"Dear Sir:

"Just a line to let you know that I wasn't born in Missouri, but I might just as well have been—for you can't kid me.

"Now don't lie. You intended that I should stay on that train. You knew I should have gotten off. No hard feelings though. . . .

"Noticed the salesman, who was going to . . . get off but expected if I had to change you would be the one to tell me so. Station agent at . . . didn't mention the fact either. That was a put-up job. . . .

"Well, I won't waste any more time, paper, lead or ambition on anyone like you.

"When I get back I'll get my own car and won't have to ride in your stuffy old trains. . . ."

A Boy Scout movement has been successfully launched in Portage and the many civic

organizations are taking charge of the different groups. The C. M. St. P. & P. has charge of one group. Superintendent Frick is Scout Master, while Mr. Erickson is assisting him.



THE BOY SCOUTS ON PARADE

(Tune—Chorus: "Sweethearts on Parade")

One by one,
With their little gun,
The Boy Scouts on parade.
If you really,
Wish to have some fun,
See the Boy Scouts on parade.
You'll recognize our ERIC,
With the long pegs,
And Billy Stegman follows,
With the bow legs,
They keep good time,
Eric one—Bill nine,
These Boy Scouts on parade.

And even the conductors have their troubles. I shall tell you about one or two of the cases, just as they were told to me.

Mr. Heberlein had a car of coal with stripped gears on Train 65, which made it necessary for him to re-rail the car, put a half Nelson on one wheel, slide the car over the switch, reverse the switch and slide same into clear on siding.

A broken arch bar on Train 263 about two miles east of West Salem, made it necessary for Conductor Otto Miller to take the head end of his train into La Crosse. He ordered the wrecker which came out, put truck under the car, and had things moving forty-five minutes after its arrival. This shows the true Milwaukee spirit.

Even though he is not an employe of the railroad, Mr. L. E. Macquette, of Lyndon, is always extending a helping hand. We recently had a derailment at Lyndon and Mr. Macquette called the agent, the section men and others, and helped generally to expedite things. Such interest as this is greatly appreciated.

Dale E. Christianson, of Ripon, Harold Ring, of Minneapolis, and John D. McConahay, of Milwaukee, have recently been added to the force of employes in the division engineer's office.

We are very sorry to hear of the passing of Mr. Burrows of New Lisbon. His son, Elmer, is employed as a carpenter on the La Crosse Division.

Brakeman Robert Waldemeyer suffered a broken arm in a fall recently at Milwaukee.

The many friends of Donnie Guhin of the superintendent's office are wishing him a speedy recovery from his recent operation.

The death of Brakeman Lansing R. Stoll, at Watertown, on February 22, was a great shock to his fellow employes and many friends. Death resulted from blood poisoning.

Among those who attended the Railway Appliance Show in Chicago, recently were Messrs. Otto Czamanske, W. D. Stoope, F. R. King, O. H. Frick, A. Reifenthahl, R. Hume, J. Reinehr and A. F. Carlson.

F. O. Chamberlain, chief clerk to the agent, at La Crosse, is ill at his home. We hope that he will soon be around and at his usual place in the agent's office.

Imagine getting up at seven to take a six o'clock train! Well, that's what Dave did and it was necessary for him to take a taxi to Ripon. Bet he goes without a summer suit this year.

Iowa (Middle and West) Division

Ruby Eckman

LOUIS G. HONOMICHAL, JR., arrived at the home of Conductor and Mrs. Honomichal on March 3. Needless to say the lad, who is the first son in the family, was given a warm welcome.

General Roundhouse Foreman A. J. Kressen, and family, were called upon to mourn the loss of three members of their family within a few weeks recently. Mr. Kressen's grandmother was the first break in the family circle. This was followed soon by the death of Herman Kressen, foreman of the Milwaukee shops at Nahant, a brother of the Perry man, and a couple of weeks later, Mrs. Kressen's mother passed away. The sympathy of the friends of the family is extended.

Operator Horace E. Merkle, of the Perry dispatcher's office force, was called to Denver, the fore part of March, by the death of a brother. O. P. Byrd, third trick operator at the yard, relieved him, with W. J. Black filling in on the yard job.

Engineer Carl McLuen, and wife, went to Burke, South Dakota, the fore part of March, to visit their son, Kenneth, who is athletic director in the schools there. The Perry folks had the pleasure of seeing their son's team of basketball players walk home with the championship of the Rosebud Reservation.

Sympathy of the division was extended to Engineer Charles Sinclair, on account of the sudden death of his brother, Division Engineer E. L. Sinclair.

Eluterio Esvasques, who is employed in the Perry yard section force, was off duty in March, on account of a broken arm. The accident, however, did not have to be reported on the division accident record, as the young man was driving to Des Moines on Sunday, when his auto collided with a county road snow plow. The snow plow having right of track, the auto was ditched, with the result that the driver had a broken arm.

Engineer Ira Hurless was called to Mt. Carroll, Illinois, the latter part of February, by the death of his brother's wife. A week later he was called back on account of the serious illness of his brother, who passed away a few days later.

Perry friends of Fred Dollarhide were glad to hear of his promotion from the position of foreman of the roundhouse at West Clinton, Ind., to a similar position at Montevideo, Minn. The change was made March 1. The Dollarhides formerly lived in Perry.

The Iowa Division was well represented at the annual Railway Appliance show, in Chicago, the fore part of March, as Roadmaster J. A. Cherwink, of the West Iowa Division, was accompanied to Chicago, by his clerk, Merwin Taylor, Section Foreman Bayliss of Persia, Wilcox of Dawson, Cross of Council Bluffs, Evanoff of Coon Rapids, and Cross of Manilla. The men all gained a lot of valuable information by their visit to the show.

Engineer and Mrs. Howard McLuen are the parents of a daughter, born to them on March 8. The baby is the first in the family.

Train Dispatcher Ralph Wright's wife was called to San Bernardino, Cal., the fore part of March, by the illness of her sister, who underwent an operation after her arrival in the West.

Friends of Traveling Engineer H. E. Dersch were sorry to learn of the accident which resulted in a broken ankle, the fore part of

March. He was helping the way-freight crew unload freight when the accident happened.

H. B. Christensen has been appointed division engineer on the Iowa Division, taking the place made vacant by the death of E. L. Sinclair. Mr. Christensen comes to the Iowa Division from a similar position on the S. C. & D. Division.

Engineer W. D. Rait has been confined to his home for a few weeks on account of sickness. His son, Don, a mechanical engineer, employed in Pittsburgh, Pa., came home to spend a few days with him.

Mrs. James Cross, wife of one of the freight truckers of the Perry platform force, died at the family home, February 21, following a few days' illness.

Earl Nunn, agent at Keystone, has been off duty for some time, and has been at the Mayo Hospital in Rochester, for treatment. C. W. Ramsey has been acting as relief agent at Keystone.

District Safety First Committeeman V. Hansen arranged for a special feature of the February Safety First meeting, which was enjoyed by all who attended the meeting. During the evening Fred Cooper, painter on the Perry roundhouse force, and a real artist, illustrated the Safety First movement, from the origin of man, through the various cycles, up to the present time. Fred is mighty handy with his crayons, and is in demand for chalk talks on numerous programs.

It was with deep regret that the news of the death of John Flanigan, roadmaster of the Des Moines Division, was learned in Perry. Mr. Flanigan was in track service for forty-five years, and made his home in Perry, while employed on the Middle and West Iowa Divisions. Burial was made in Perry. A large delegation of the Des Moines Division folks attended the funeral services.

W. T. Stockton, one of the Middle Division freight and passenger conductors at Perry, has recently been appointed postmaster at Perry. Mr. Parsons, who held the office, was made a member of the prohibition forces, and Mr. Stockton was appointed to fill out the unexpired term of office.

Eugene Kindig, the second son of Chief Dispatcher J. J. Kindig, was recently made an Eagle Scout, the highest honor which can be conferred upon a Boy Scout. The young man has always taken an active interest in the work and has proven himself worthy of the honor.

Passenger Conductor A. C. Hann, who has been at the King's Daughters' Hospital, in Perry, for several months for treatment, was 80 years old recently, and the nurses at the hospital arranged a birthday party for him, with candles, gifts, etc. "Abe" is such a nice patient that the nurses were glad to show him the little courtesy.

Four new firemen have been added to the extra list at Perry, three are sons of Engineers, as Dale Hanner, Roland Smith and Robert Hayes have all followed in their father's footsteps.

Announcement was made that Arthur Yates, who has been working as a machinist in the Perry shops for some time, has been made a foreman at Wausau, Wis. The change was effective March 16.

The arrival of a seven-pound boy at the home of Tony Gusse, clam shell fireman at Wabasha, Minn., March 11, was of interest at Perry, because the child's grandfather is on the roundhouse force at Perry. Mrs. Gusse is a daughter of Ethan Johnson.

Kansas City Terminals

S. M. C.

AFTER a long cold winter, spring is here at last. If you are doubtful just happen down

Massachusetts Bonding and Insurance Company

is issuing the

"HEADLIGHT"

Accident and Health

POLICY

It is especially designed for

Railroad Employees

and is the Most UP-TO-DATE Contract, Containing the BROAD-EST and MOST LIBERAL BENEFITS Yet Offered

See our agents today or fill out coupon below and send to Supt. Railroad Dept. 0000, 14-20 Kilby Street, Boston, Massachusetts.

Gentlemen:

- ☐ I am interested in an agency proposition.
☐ I am interested in a "Headlight" Policy.

Name _____ Age _____

Street _____

City _____ State _____

Employed by _____ R. R. _____

to Liberty Street freight house and see all the spring moving that is going on. You won't be able to recognize the place soon.

Mr. D. R. Davis has been appointed roundhouse foreman, replacing J. H. Lord, transferred.

Switchman Harry Hickey and Engineer Price Cary were called out of the city on account of death of relatives.

On March 8, Mesdames J. F. Anderson, H. Risken, Jas. Maybanks, E. C. Van Buskirk and S. G. McKinley went to Chillicothe, Mo., to attend the funeral of Mrs. Chas. Blanchard, wife of Passenger Conductor C. J. Blanchard.

Up to the present, our oil receipts for March are running 30 cars per day heavier than March last year, and all other business apparently has increased in proportion.

Our Safety First meetings for the past few months have been held at night, and you should see the crowds. We have "hired a hall" but it looks like we may have to get a bigger one.

It seems funny, but from personal observation and experience, I know it's a fact, the harder some people work the fatter they get.

Some of us attend to such things as auto licenses and income tax returns early and avoid the rush; and others of us have to rush to keep from being too late altogether. Quite a scramble around the 15th getting in under the wire.

Send your news items to the superintendent's office. We have always had a few old standbys to give us news items, Jim Talbott heads the list, but it seems that they are getting tired of doing all the writing while the rest of you read. Let's even it up a bit. If you know anything of interest for the Magazine send it in. Thank you.

Fullerton Avenue Building

A. M. D.

MISS OLLIE ANDERSON and Miss Lena Augard, freight auditor's office, are enjoying their vacation in Florida and Cuba.

Mr. Roy Kling, freight auditor's office, is taking in the sights of Hollywood during his vacation, and woe betide John Barrymore should Roy decide to take up acting instead of the railroad game.

Mr. A. E. Peterson is now head clerk of the revising bureau, freight auditor's office, and C. E. Murphy, from the review bureau, is his able assistant.

Jimmy Chase, the Tribune's champion fly-weight boxer, is none other than the popular little Otto Spinabelli of the tracing bureau-freight auditor's office. Good luck to you, Jimmy, and here's hoping you come out the winner in your New York bout.

Cecelia Kraus, the prize-winning protectograph operator of the auditor of expenditure's office, has resigned her position in order to apply herself entirely to household duties.

Miss Grace Johnson, of the computing bureau and James Thomas, of the auditor of overcharge claims' office, were married Saturday, February 2.

Walter Mueller, of the auditor of overcharge claims' office, an employee of the company for many years, has resigned to accept a position with the New York Central.

Margaret McCarthy, car accountant's office, who was injured in a street car collision on February 19, has returned to her duties, still limping a little, but otherwise in good repair and making up for lost time.

Wm. Roloff, who suffered severe injuries March 4, on being hit by an auto truck, is still confined to his home. We offer best wishes for a speedy recovery, and hope his injuries are not more serious than at first reported.

Florence Goodhart is absent on sick leave since February 12, but convalescing nicely. It is hoped her recovery will permit her return to duties at an early date.

Pearl De La Barre, who was badly hurt in an auto accident at Lincoln and Southport avenues, January 12, has been dismissed from the hospital and is reported in fine physical condition. Pearl may be back at her desk by or before the first of April.

Clara Wood, another of our absentees on account of sickness, is reported to be doing nicely and hope to see her back soon.

While the car accountant's office reports a series of unpleasant and unfortunate occurrences, it also reports unmistakable signs of spring, for Cele Ewald and Jessie Nickol are wearing unusual smiles since Valentine's Day and each has a very fine new ring—the kind—oh, you know! Eleanor Ott also wears a new ring, but she has been smiling only since March 3.

One of the young ladies of the Real Estate Department should be transferred from the real estate to the cement tester's office, as she has proven to be quite an expert in that line. The result of her experiment left her with a very badly bruised knee. Even though H. Johnson, our popular bachelor from the sixth floor, was within arm's reach of her, he was unable to save her. 'Stew bad, Hilmer.

You look much better with your new uppers, Milton. It's a good thing that you are married.

Misses Ethel Brown and Gertrude Richards, central typing bureau, are displaying "the" finger of the left hand, from which there sparkles a beautiful diamond. Loads of luck, girls.

The Matticks Indoor Baseball team, composed of Fullerton Avenue employees, traveled to Norwood Park, March 8, and city-slicked the home-townners to the tune of 6 to 0. Tabor pitched for the winners.

R. A. Loebe, formerly in the Engineering Department of Coast and Trans-Missouri Divisions, is now employed as an engineer accountant, in the office of auditor of investment and joint facility accounts.

The C. M. St. P. & P. Bowling League of Chicago has just closed another successful year. The officers showed excellent sportsmanship, and their interest in the employees, by keeping a team in the league, even though they did not win many games.

Our genial credit officer likes his "bridge" too well to be with us on Tuesday nights, but the writer is sure if the officer's team could sign him up that he could give all of them lessons in control of the embalmed maple-getter. He is a champion and entirely in a class by himself. Ask Dale—he knows!

The following employees of the Fullerton Avenue building participated in the A. B. C. Bowling Tournament:

H. Krumrei, of the ticket auditor's office, bowled with the Curt Mellens team on March 12, and in spite of seventeen "railroads," ran up a score of 2650.

H. Gumz, also of the ticket auditor's office, rolled with the Oakwood Shores No. 1 team on April 2.

A strong team, composed entirely of employees of the Milwaukee, rolled on March 20. The team was composed of F. D. Dale, E. J. Knoll, H. Treskett, F. Stowell, W. L. Faus, and W. Hettinger.

C. Lange, assistant comptroller's office, rolled with the Schirmangs Dairy team, March 26.

S. M. East

V. J. W.

AFTER having established a few new records in amount of snowfall and continued cold weather, during the months of January and February, the month of March promised a little relief for a few days, only to throw us for a loss on the 6th, with a high wind and falling temperature. However, we have recovered and it begins to look as though our three months of spring, summer and fall, are about to arrive.

The only advantages of the vast amount of snow, aside from the opportunity of showing your skill with a shovel, was the report that there had been an increased sale on buggy whips and horse blankets. One of the disadvantages we have heard discussed is the possibility of more grass to cut next summer. Quite an imagination from the present outlook.

Ed Suess, western weighing inspector, is willing to testify that we have had a tough winter. Ed was ten hours off feed (snow-bound), while enroute to Albert Lea on No. 77, February 21.

Lineman Charley Probat has also agreed that we have had some snow this winter. During the blockade, February 21, Charley walked from Hollandale Junction to Austin. He says he was not alone though, as the wind was so strong the crows had to walk home, too.

Agents M. L. Garry, Winfred, S. D., and R. C. Danley, Delevan, are changing stations March 1.

Harry Wilson, Jr., 10-year-old son of Operator Harry Wilson, is recovering from injuries he received the evening of February 25, when he fell against a moving C. G. W. freight train near the depot in Austin. He suffered several broken bones in one foot, a bad cut in the leg and many bruises.

Conductor Ed Hanson was back working out of Austin for a short time, after a couple of months on the West End. It looked natural to see Ed back on the Hollandale job.

Have you noticed the smooth, finished appearance of our division accountant, since his brief illness? Evidently the quick recovery was due to the inspiring influence of the beautiful white lily the girls sent him.

The many friends of Inez McCarthy will be pleased to know that she is much improved after having undergone a major operation at St. Mary's Hospital in Minneapolis. She returned home March 5. Mrs. Chas. Goodrich, nee Marcella McShane, accompanied her home.

Operator Cal Gifford is back to town and says he is ready to take the third trick at Ramsey the 11th. "Baldy" says he has spent a quiet winter in Minneapolis, away from the glamor of his southern associates, with his new radio, which must be a dandy, as he got everything on the air, even the inaugural. We believe that he will get some new slants on radio reception when he tunes in CJK transmitting over the block phone from Austin Yard.

Mrs. Matt Lang, wife of Engineer Lang, spent a few days the latter part of February, with her son Robert, in Cleveland, Ohio.

This should be sufficient notice to anyone contemplating any suits, divorce, or of any other nature, that our next term of court will have as one of the star exhibits, a mixed jury. To add to the color will be our General Clerk "Tang." If it is true that a woman must have the last word you may rest assured that there will be a "hung" jury.

Operator Lou Grau, Ramsey, was taken sick February 23, and has gone to Minneapolis to take treatment. He is being relieved by Operator H. R. White.

Eugene Boyen is the name given the little stranger that arrived at the home of Mr. and Mrs. Clem "Pink" Beckel, February 18.

Sympathy is extended to Conductor Wm. Massino in the loss of his mother, which occurred March 3, at Madison, Wis.

We understand that Conductor Torbert is slightly improved and able to receive visitors.

The boys at the office have a communication from our old friend Verne "Moco" Evenson. It must be that he has taken to the west like a duck to water, as the envelope bore the following for a return address: "Two Gun-Plaza, N. D."

Mrs. V. J. Williams, wife of P. F. I., Austin, was called to Waukegan, Ill., March 7, due to the serious illness of her brother.

We hope that the suggestions at the next Safety First meeting will be of inestimable value to H. A. W. and throw some light on the proper manner to descend the cellar stairs.

While making mention of the versatility of our clerks, we were requested to take note of one who is very proficient on the comptometer and fast learning the intricacies of the impact register.

We hope that, by the time this is in print, the baseball team will be getting things in shape for spring training. We will be handicapped in the loss of several of last year's stars, but hope to have enough to make a creditable showing in the city league. We would suggest that the manager use great care in choosing the suits, to make sure which way the stripes run.

Word was received here that Chas. Hans, retired machinist, Austin Shops, was taken suddenly ill at San Diego, Calif., Sunday, March 24, and on arrival at Long Beach, a surgeon advised an immediate operation. Mr. Hans was taken to the Community Hospital at Long Beach and underwent a major operation at 8 o'clock Tuesday morning. Another note written the following day said he had stood the operation in fine shape and was doing nicely.

Bridge Carpenter Martin Hooas has just returned from a tour of the southern states. Martin spent some time in Hot Springs and took in the Mardi Gras at New Orleans.

Warehouse Foreman Wm. Smith has qualified for the midnight rodeo. After successfully effecting the transfer of a 2,000-lb Hereford

(ring attached), he was thrown for a loss by an insignificant 150-lb. Poland China.

We have the following contribution from our old friend, Anonymous: "Our genial storekeeper at Austin, Oliver Thomas, imported from south of the Mason-Dixon line, is being jolted these days by the adverse weather conditions. He is said to have been hibernating all winter through. Then, as a result of the favorable outlook, March 1, he defied the weatherman of the North and dared to doff the "Scotch cap" and appear with a new "Stetson Straight Eight." Ever since, the fight is on between the weatherman of the North and the gentleman of the South. From what the old Minnesota settlers say, we gather it will be a twelve-round bout of one year duration. The money is evenly divided."

The writer must have overlooked O. G. T. checking the ice packing at Austin, Wells, and Jackson.

Refrigerator Blues

The Wallflower
SPRIG HAS COB
Ka ehoo! April fool
Six out of seven
Days are cool
And the Weather Bureau
Still hands us
The usual bologney
"Fair and warmer."

If fair and warmer
It is to be
Then farewell
Heater season and
Bob Weber's whispered
"Ise regusted."
It will shimmer
Across the office
No moh.

WE'RE glad to see that pleasing "Fairhurst smile" again after the long absence caused by pneumonia. Our best wishes to you "AE" for continued strength along the road to good health.

Not only cars move under ventilation. During the recent illness of Arthur Fairhurst, Harley Everson on the job crawled into a bunker to remove a heater and was relieved of the seat of his pants by a projecting nail, causing the chief inspector to move under ventilation the balance of the day.

Chief Everson was precooled, now he is downcast; says he always thought he was upright as a piano—playing his part in life as best he knew how and here one of the boys nicknames him "Herring Choker"; but what's a feller to do with a heater season like we've had?

Speaking of the heater season, after this long and severe winter, our inspectors hope the ground hog will not come out next year to see his shadow.

"Ride 'em and keep cool," will be Roy's motto. One day our esteemed inspector on top of a car stepping on (or riding) the plugs to make sure they were in tight took not an aerial nose dive but a foot dive into the ice bunker. Yes sir! Roy was quite cool.

Girls, the Herring Choker (beg pardon) says that in spite of the added responsibilities during Mr. Fairhurst's recent illness, the boy friend George McCamant is still young and good looking, and having favorably passed this severe test of hard work, will be better able to shoulder the burden of matrimony. All applicants apply—Herring Choker, Adviser, Matrimonial Bureau.

Wise Cracks

Somebody said Lloyd Moore is Scotch—requested his best man to pick up the rice for dinner the day after the wedding—fries his bacon in Lux so that it won't shrink.

Ray says post-girl-graduates once were taught to dot their i's and cross their t's. Now they dot their eyes and cross their knees.

Saturday and five minutes to one—the rush before the card game—Bob to Mae: "At least, I expected you to have written 'The Ace of Spades' instead of no file number at all."

The last word—"Follies beauty lost her woolen underwear."

West I. & D. Division

F. D. S.

HELEN HASSLINGER, rate clerk, Mitchell freight house, went to Waterloo to visit with friends, the latter part of February.

We were very sorry to hear of the death of G. O. Stevens, agent at Canton, South Dakota, February 17. Mr. Stevens was very well thought of in his community and will be greatly missed by all his friends. We extend our deepest sympathy to those who are left to mourn their loss.

Earl Miner, night baggageman, Mitchell, went to Sheldon, Iowa, to spend a few days with his folks the latter part of February.

Adam Herbner is the proud father of a baby boy, born February 26. Adam says that he is full of pep and is just another chip off the old block.

Mrs. Louise Illiff, wife of our chief clerk, is in the hospital with a case of stomach flu. Here's hoping that she will soon be up and around and feeling like her old self again.

R. P. Harmon is now running on No. 3 and 4, between Sanborn and Mitchell. We are all glad to see you out this way again, Roy.

Conductor M. M. Burns has returned from his winter's vacation and is back to work on his old run, Nos. 11 and 22, between Sanborn and Chamberlain.

We have heard the rumor around the passenger station that the new P. F. I. was a shark at playing snooker and that he was open to all comers that would like to take the honor from him.

Oh, Boy! it won't be long now until we hear the old umpire callings "balls" and "strikes" and then go out and have that round of golf after the day's work.

Sparks from the East End of the Electrification

By Adolph C. Knudson

RIGHT out here, in Central Montana, spring arrived shortly after the first of March. She drove old man winter to the tall timber, pronto. It has even stopped snowing at Lewistown and Oka. If you don't think it snows at Oka just ask Traveling Engineer Charles McCrume about it. He is there with the goods when it comes to shoveling out passenger trains. The crew of the turn-around passenger got so used to spending the night there that for a while they didn't know which their home terminal was. We sure miss seeing the snow plows of all descriptions going up the branch.

Conductor Ira M. Caine and son of Roundup, spent several days here during the month looking over the old stamping grounds.

Linesman J. N. Kern traveled to Lewistown—perhaps to ascertain how fast the snow was melting—where he spent several days.

Switchman Lou Gallagher is getting right in tune with the home owners of the burg. He bought the J. U. Williams' property on East Fifth Street. Atta boy, Lou.

Just when we had Nels Erickson returning to the hospital at Three Forks, it does seem, he didn't return there at all. He went to the one at Miles City instead. Now, he has returned from there and departed for Tacoma, where he is receiving medical attention from Dr. Balfour. Gosh, it is hard to keep up

Where Savings are Safe



with these blacksmiths when they get to traveling.

Mrs. A. A. Arnold, whose husband is conductor on the Trans-Missouri west end local freight, spent several days in Butte.

Will some one please ask General Yardmaster A. E. Hoops if the boys play "black jack" any more?

Looks are sure misleading, and so are actions. Harlan Lucas has proven that beyond a doubt. For some time we have figured him to be a staid, married man. He looked like one, and acted like one. He knocked that impression of him into a cocked hat February 17, by being married to Miss Ella Algra, at the M. E. parsonage. We extend on behalf of the terminal, best wishes for a long, happy married life.

Nearly Joined the Angels

Section Laborer John Protas almost found out if there is a hereafter. One fine morning the latter part of February, while helping the P. F. I. tend heated refers, he opened the vent of a car, and while waiting for the gases therein to diffuse, sat with his feet dangling into the bunker. Happily for Johnny, he had called to Car Inspector Ezra Aicher—who was passing—requesting a match. When Aicher glanced up to toss Johnny the matchbox there was no Johnny there to receive it. Aicher investigated, found Protas slumped in the bottom of the bunker, overcome by the gases. He called to P. F. I., Carver and Section Foreman Chris Tarpo, who were approaching, telling what had happened; they then removed Protas from the bunker and brought him to the office of Dr. Campbell, who, after some considerable effort with the lungmotor, got the "life blood" to again circulate in the Protas' veins.

Moral: Employees when opening vents of heated refers, should open the vent, stand back in the clear and let the gases diffuse well before entering the bunker.

Just three months and eleven days of 1929 have gone, never to return, as this is written, and, with the exception of the accident recorded above, Harlowton's Safety First record for the year is 100 per cent in all departments.

Division Storekeeper H. L. Stamp, Mobridge, spent several days here the latter part of February, packing his household goods for shipment. Harry is still batching it though, as the rest of the family will remain here until school closes. Does anyone around the station know, did Harry pack a certain chair?

Mrs. Ted Halverson, wife of T. M. Engineer Halverson of Roundup, spent several weeks here, visiting friends.

Marion Trudewski, a genuine car toad of Deer Lodge, spent several days at the parental home here, the latter part of February.

Storekeeper G. J. Ellis spent the last week of February at Othello, Washington, packing household goods. He was accompanied on the

return trip by his family and they are now nicely settled in their new home at Seventh Street and Clark Avenue, which might rightly be called storekeepers' corner. A Milwaukee storekeeper has lived in that house ever since it was built.

Mrs. Paul Hollister, wife of car clerk, spent a week in Butte visiting at the home of her father, the latter part of February.

J. P. Leahy, night roundhouse foreman here for the past several years, has been temporarily transferred to Marmarth, N. D., as working foreman. He left for that place the latter part of February. He has been replaced here by a Mr. Allen of Marmarth.

Mrs. J. P. Leahy, historian for the Harlowton Chapter of the Milwaukee Women's Club, spent several days visiting friends at Miles City during the month.

Yea, and I guess this is all the "bunk" I have lined up for April "Sparks," so I'll just sign off.

Rail Rumbblings from St. Paul

Allen

U. S. ARMY examinations reveal that Texas has the big boys and Rhode Island the little fellows. Let us explain. Basing the exams as per one thousand Texas averaged her men in height 68.40 and Rhode Island 66.40 inches. We are quoting the high and low state.

Our own state of Minnesota was for an average of 68.04 inches.

As to weight the heaviest boys come from South Dakota. Their average was 146.96 lbs. and low Rhode Island 136.44 lbs.

Our own state of Minnesota showed an average of 146.41 lbs.

As to defectives Kansas showed the best record, 354 and low Rhode Island, 640. Our own state of Minnesota, 421.

Mr. Christopher and Mr. Kennedy addressed the boys and girls of the freight office recently on the subject of getting business and how to keep it.

Denny: "Give me your palm, Olive."

Olive: "You are out of Lux, Denny."

Mr. Robt. Cree of the W. W. I. B. comes back home quite often in his new capacity as chief inspector. He as you know was formerly inspector at the St. Paul station. And we are always glad to see him.

The Ford plant of St. Paul is sure putting out cars these days.

Don't forget the Milwaukee Employees' eighth annual bowling tournament to be held in Minneapolis this year, April 6 to 14.

"West End of the Trans-Missouri"

R. K. B.

JUST a few weeks ago it was forty below here in Miles and everybody was tramping about in overshoes. But a hint of Spring came and rowboats were suddenly the order of the day. The Tongue and Yellowstone Rivers jammed with ice and Miles City saw its biggest flood since 1917.

The Island on the north side was the first to feel the rush of the waters. The flood was so unexpected that some found it impossible to get out and had to be rescued in boats. Then the south side of town was flooded, and inhabitants of the north central section expected to be under water any minute. Only the prompt action on the part of the city and Milwaukee officials in blasting the river saved the whole town from being covered with water. It is estimated that fifteen tons of dynamite were used in a single day in blasting. Seventh Street, North, at this writing is still blocked with huge cakes of ice weighing several tons.

The unexpected crisis found the local Milwaukee Women's Club among the first in the

field to relieve the flood sufferers. Too much praise cannot be given to the efficiency and promptness with which these ladies found shelter for the several Milwaukee families rendered homeless by the flood. Coffee and sandwiches were served daily, and clothing was distributed to the needy.

We take this opportunity of expressing our appreciation to Mrs. Gillick and her co-workers in the Milwaukee Women's Club for their splendid work in assisting the needy Milwaukee families in Miles City during the recent flood.

It was a time of suspense. But Barney Hubbard, Joe Peschl, Jim Brady, and even the present gray-haired sage submitting these articles, found another suspense even more terrific. Would their incipient moustaches really sprout in manly foliage, or would they die in ignominy, lacking the vitality to live? This fight is won, too, or almost won. George Hilton no longer walks supreme, the proud possessor of an unqualified manly adornment. The Snub Pollard effect of Joe Peschl leads the field, but the rest of us are not far behind. Only Jim Brady suffered an unkind fate. A word from Shorty Rogers into the ears of the Elk's initiators and one end was hacked off amidst screams and struggles. The other end was removed by Jim himself, the next morning with his trusty Gillette.

In the midst of it all Bradley MacDonald has once more appeared amongst us as messenger from his brief but brilliant career as call boy. Guy Lester performed his duties during his absence. Harold O'Neil has returned to work as call boy and George Roberts, former car clerk, has become freight checker at the station. Shorty Rogers of the ticket office, is with us as locomotive clerk, while Mrs. Pearl Huff is on her leave. Charley Shine has succeeded to Shorty's job at the ticket window.

A new arrival in our city is H. F. Manley, trainmaster. We extend a cordial greeting to Mr. Manley with all expectation of a pleasant association.

The flu caught Helen Kirwan, steno, for a few days, but did not down her. She is once more with us again, her smile as flashing as ever.

Plans for the Milwaukee Women's Club dance to be held April 3 in the depot are progressing nicely. Most of the tickets have now been sold, and the event has all indications of being one of the largest social gatherings ever held in Miles City.

Roadmaster A. H. Olson has just recently been transferred to the Coast Division as general foreman of steel gangs. With him went Sam Lee, foreman of section 47. Swan Swanson, former section foreman at Kinsey, will relieve Mr. Lee while he is absent on the coast.

Traveling Accountant Johnson and Carl Lundell, traveling time inspector, have been with us the past few days checking accounts and pay rolls.

Question: Did Eddie Blom own the Essex he drove up in to the office one Saturday afternoon? Is that car really good enough for Eddie?

Leslie Howe, rodman, just recently returned from his vacation. He found a fearful accumulation of letters awaiting him, all from the same address. It happens to be Seattle, now.

Mr. and Mrs. Martin Eastwood of Melstone, have accompanied their daughter Margaret to this city where Margaret will undergo an operation for tonsillitis. Mr. Eastwood is an engineer stationed at Melstone.

Mrs. Hugh Brown, wife of Engineer Brown, has just returned from a pleasant visit at Harlowton.

Barney Hubbard and wife were among the fans to take in the State Basketball Tournament at Bozeman, where Miles City won the state championship in basketball, as a few

months ago she did in football. Engineer G. A. Bennett was also there to see his son, Bob, a member of Miles City's team, win glory. Bernard Burns and Swipes Tarbox, two of the younger generation of the Milwaukee family, went up for the last day.

The results of the basketball meet brought joy to the heart of John Reiner, car inspector, who was the lucky winner of the pot, estimated at forty-eight dollars, collected for whoever should guess the total score of the tournament.

Charles Boeckman, concrete foreman at Kinsey, has been called to Minneapolis on account of the death of his sister.

Mrs. C. R. Vandervort has also been called east on account of the death of a brother in a factory accident. Mrs. Vandervort is the wife of C. R. Vandervort, conductor.

Mr. and Mrs. A. J. Frawley, son Jimmy and daughter Katherine, are visiting Mr. Frawley's mother in Minneapolis.

Chicago Terminals

Guy E. Sampson

AS our items leave us the 14th of March, we are enjoying real summer weather, after the hardest two months of winter weather the Terminals have seen for many a year. January and February sure not only broke a lot of records but were the direct cause of many employees almost vowing they were through with the railroad game, as it was impossible to give satisfactory service under the conditions caused by snow, ice and extreme cold weather. Regardless of how hard one tried to overcome all difficulties they were sure of meeting defeat in some cases and to be sure such cases have to be explained satisfactorily. It was the old rule of cause and effect. But it is over now and business is moving very nicely, we hope, to the entire satisfaction of all concerned. But nevertheless, it was a strenuous two months which none of us desire to see again. With every employee, who was not under the doctor's care, working steadily every day to keep the wheels moving, all became tired and at times peevish and irritable because of their need of a day or two's rest. And as soon as the weather man gave us an even break all got that needed rest and returned to their labors feeling like different men.

The sympathy of all employees is extended to the family of Engineer Jack Dalton, who died in February after a few days' illness. He had been in the employ of the company for many years and was a friend to all who knew him.

Our sympathy is also extended to Switchman Louis Hibbard, who lost his loyal companion last month. While they were doing some Saturday evening shopping Mrs. Hibbard suddenly collapsed while they were entering a butcher shop on North Avenue, and died without regaining consciousness. The remains were laid to rest at Freeport, Ill. Mr. and Mrs. Louis Michel accompanied Mr. Hibbard and the body of his deceased companion to Freeport.

We hear that Machinist "Bob" Oswald has resigned his position at the Bensenville roundhouse and entered the employ of his father-in-law, W. F. Duntzman, the local florist. There sure ought to be more roses in his new position than the old one.

James Coward is able to resume work again after his appendix operation; all glad to see him back again. After he was released from the hospital he visited his daughter in her home at Memphis, Tenn. A nice way to spend the time while recuperating.

James Kirby is still on his back in a cast, while his broken leg is mending. While the days pass very slowly for Jim, many of the boys drop in quite often to spend an hour or

so with him. He is getting along as nicely as could be expected under the circumstances.

Switchman Wm. Cash is still at the hospital with his fractured hip.

We really enjoyed hearing Eddie Chapp relate his experiences in Miami and Cuba. He and "Red" Miller took a three weeks' vacation and visited both places. They were in Miami and saw the Stribling-Sharkey fight. They sure enjoyed their trip but did not mention seeing C. L. W. or "Big" John while in Miami. But we all feel sure that both those gentlemen were present at the fistic bout. And if they were not there we are sure they were having a better time elsewhere in Miami.

The Milwaukee has converted one of the old Mallet type engines into an oil-burning locomotive. It is the 9300, and after making a few trial trips on the Lax Division she was given 93 cars out of Milwaukee Monday, March 11. The engine made the trip from Milwaukee to Bensenville with that train in a little over four hours. The following morning she was given 100 cars and started for West Clinton, but when they reached Franklin Park the I. H. B. officials decided she was too big a piece of machinery for some of their bridges. The train was set out and the outfit sent over the P. R. R., B. & O. to Chicago Heights and thence over our own rails to West Clinton. The test runs will now have to be made from the coal fields to Faithorn since the big engine cannot operate over the Indiana Harbor Belt Ry. From all reports this engine has wonderful strength and can run like a passenger engine. These two factors combined is what is needed in these days of fast transportation.

Mrs. Robbins, wife of C. & M. Division Engineer Will Robbins of Milwaukee, spent a few days the first of the month at the home of Mr. and Mrs. Harvey Cregmiller in Bensenville.

Mrs. Eugene Fiedler visited at her former home in Bellevue, Iowa, the fore part of March, and reports snow banks almost as high as their First State Banks in Iowa.

Yardmaster Wm. Tessendorf was off on sick leave during a part of this month. Robert DiVall is taking Billy's place during his absence.

Mrs. John Bartholmey, mother of Car Clerk Ed Bartholmey, has gone to Portland, Oregon, to visit relatives. She had intended spending this cold winter out on the coast but on account of the illness of her daughter-in-law was unable to go until recently. Oh, well, she will be there in time to see the roses bloom and enjoy the western spring time.

On account of the extremely heavy business going in and out of Goose Island Wm. Dorgan was appointed to have charge of operation at Division Street. Billy has had a lot of railroad experience and was right at home in a congested district. It meant many hours of hard work every day in extreme cold weather but he was there and handled the situation perfectly.

If any of our brother employes west of us see a big shipment of Majestic radios rapidly wending their way westward just stop and think that the shipment came from Galewood, where this new up-to-date machine is manufactured and that it was a bunch of loyal employes working in the Chicago Terminals who saw to it that the shipment was moved out of Chicago promptly, ON TIME. And having started them on their trip, we hope every brother will give them the same prompt service they received at the starting point. These new radios are not moving in one and two car lots but in 20 and 30 carload lots and prompt service will insure our company thousands of carloads in the future.

Our sympathy is extended to Mr. and Mrs. Harold Guthrie, whose infant son died at their

home this month. The little son's arrival into this busy world was announced only last month in our Magazine and now it grieves all to have to announce his early departure.

Switchman Ferd Marquette took a few days off duty in the yards and visited his home town up on the W. V. Division. Ferd told us that he had a letter from home the day before he went and they advised him to bring his hip boots, or better still, a boat if he had one. Must have been some high water on the old Wisconsin River from that report.

Mrs. Frank Sutherland made a business trip to Florida the middle of March. The trip will also give her an opportunity to visit a brother, who resides in the "land of sunshine and grape fruit."

Des Moines Division Items

Frenchy

WE do not know when we have had anything to announce which caused us as much sorrow as the death on February 25 of Roadmaster John Flanagan. No one on the Des Moines Division, or in fact on the entire railroad, was more universally beloved by all who knew him than Mr. Flanagan. It is our belief that he did not have an enemy. He was always genial and pleasant with everyone and will be greatly missed by all of his associates on the road. Mr. Flanagan was employed for a number of years as extra gang foreman and assistant roadmaster on the Iowa Division, and for the past eight years as roadmaster on the Des Moines Division. The funeral was held at Perry, his former home, on February 28, and was attended by a large number of friends. We wish to extend our sympathy to Mrs. Flanagan and family in their great affliction.

Captain of Police Roy Worthington, visited the Des Moines Division on March 12.

Miss Jean Dallas had a birthday during March, and her desk looked like a corner of a florist's shop account of the numerous flowers she received. Some of her friends tried to make out there was something more than a birthday but she proceeded to deny anything like that.

Miss Jean McGinnis also had a birthday recently and was the recipient, among other gifts, of a beautiful compact and a fine fountain pen which were both much appreciated by her.

A Safety First meeting was held at Rockwell City, March 13, which was followed by Claim Prevention, Fuel Conservation and Courtesy meetings. A goodly number were present at these meetings.

We regret to announce the death on February 15, of Engineer George Hutson, who had been in poor health for some time. Mr. Hutson had been employed on the Des Moines Division for thirty-seven years and had a great many friends who will miss him. We wish to extend our sympathy to Mrs. Hutson in her great bereavement.

D. H. Houghtaling, agent at Webb, was a Des Moines visitor recently.

Now that our snow troubles are over for the season we are having some little trouble with high water, but which it is anticipated will be over in a short time. We are all glad to be able to walk on terra firma again after sliding around on snow and ice all winter.

Tacoma Shop Notes

"Andy"

WE understand that James Lester, brickman in the boiler shop, intends to take a trip to England. Jim says that one of the first places he will visit will be the "pub" and after tuning up on a jolly old nip of Bassett ale, he will give them a good old song and

dance—you know, the old time hoof and mouth stuff.

It is getting around that time of the year when Harvey Snyder's thoughts, or fancies rather, softly turn to thoughts of fish. He has already polished up the old rod and reel for the inauguration at Mineral Lake on April 1, but he better watch his step, for a lot of people are usually fooled on that day.

Willie Lauckhart had a near collision the other day, his Buick junk pile came near mingling with a Ford, and for a moment his hair stood on end, even his moustache bristled, so he looked like he had a mouth full of burnt spaghetti. By the way, he has shaved off that soup sifter again and is raising another of an entirely different model, this is the third one he has raised—don't know what he is doing with the old ones, probably filling some silo.

Ed Daily and A. Wilson, the floricultural experts of the mud flats, are getting their flower beds ready for the spring rush, where they expect to grow roses of rare beauty and long pedigrees. Mr. Wilson I understand has had some flowers imported from England.

Mr. and Mrs. Richmond are the proud pa and ma to a baby girl, a seven pounder. The little miss will be known as Rosemary. Friends at the shops wish to extend their heartiest congratulations and best wishes.

Wallace Durham died—that was the sad news brought to us recently, and it was very sad indeed, for Mr. Durham was well liked by all who knew him. He had worked at the shops for a good many years as boiler inspector, coming to the coast from Upper Michigan, where he spent about 25 years in railroad boiler work. Our heartfelt sympathies are extended to those left to mourn his loss.

Another sign of spring—L. J. Pentecost has left for Shreveport, La., to resume his activities in the baseball field.

We forgot to mention in our last issue that Francis Donovan recently became the proud papa to a baby boy. Congratulations are in order.

Just a few fashion notes: Jim says it is about time to shed his tie. A. Pentecost and J. E. Brady appeared on the board walk in front of the power house wearing black derbys—they were very becoming, especially when they traded hats.

Willie Lauckhart appeared in a suit he claims to have bought new at an exorbitant price, in fact he paid enough for the trousers, so they threw in a coat and vest of the same color, that suited him quite well, but he was held up on suspenders.

W. Ostendorf has bought a new Chevrolet coupe. He had his mind on a motorcycle for some time but his father convinced him that a coupe was what he wanted.

Emil Remmon, former machinist apprentice

Per-fex-ion

400 VARNISH

Dries in four hours

Waterproof—Durable—Quick

Made in Ten Attractive Colors

This is not a lacquer but a quick-drying varnish free of offensive odors.

Send \$1.50 for a quart to try.

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Thresher Varnish Co.

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Dayton, Ohio

VARNISH - ENAMEL - LACQUER

at Tacoma, paid us a visit. Emil is now apprentice instructor at Bremerton.

Machinist Joe Moore has taken a trip to Los Angeles.

John Juley's Ford has a decided wobble in the left hind wheel—it might be all right, but it looks crooked.

Geo. Girard was picked up by a speed cop while doing 77.222 M. P. H. Geo. was headed for South Tacoma, there seems to be some attraction out that way, but we do not know her name. Anyway Geo. was late and was making up time and it cost him a fine of \$15. That was pretty high fare to South Tacoma, but Geo. said it was worth it.

Wiggs Shipleit is the new secretary and treasurer of the B. A. R. E., and he wants everybody to know that they have a meeting the first Saturday of each month in Odd Fellows' hall. Big time scheduled for May.

C. Wintermute and Geo. Girard have sold their battery station. The boys are to be congratulated on their success and meteoric rise in the business world, and they can now be considered in the class of retired capitalists. Chauncey wants a new car but he is waiting for a bigger and more expensive one that would harmonize more with his social and financial status. Geo. does not want any more car, the one he has gets him in the jug fast enough.

Ed Collins, Sunshine Robinson and Red Howell are three machinists, also bachelors. These three birds live together in the same nest and have been affectionately termed the three musketeers. Understand that they have their apartment fixed up real swell—ferns, flowers, gold fish, etc., yes, and they also have a radio that keeps them up all hours of the night. Red has been very anxious to know who has been doing all the entertaining on the second floor of the apartment.

Carl Thalacker has been figuring on a new car for some time. It appears that Carl has not been able to balance up his figures, or the car that suits him has not as yet been manufactured.

Lloyd Stockton has been off for a few days on account of a finger he injured while chopping wood.

Jean Luebbe has a goat—the goat had twin kids, everybody has been waiting for Jean to pass around the cigars, but nothing doing, but we found out later that the kids died.

Tacoma Shops are to get three Mallets to be rebuilt into simple articulated engines, and we are just conceited enough to believe that the finished job will be second to none whether done on lines east or west.

Understand that C. Wintermute is going to take the electrical job at the coach yard, and have also heard that Jim Duncanson is coming up to the shops.

Sioux City and Dakota Division

H. B. Olsen

ON March 11, Sioux Falls put over another big Division Safety First meeting with close to ninety present. We regret, however, Mr. F. T. Buechler, superintendent, was called to Manilla on account of a bad wash-out and could not be with us. Mr. F. R. Doud, trainmaster, took charge of the meeting and surely gave us a fine and constructive talk on Safety First. Mr. Vic Hansen, safety inspector, did justice to the good cause and we always enjoy his talks. Following the regular business session, Engineer Harry Hopkinson "broadcasted" a few remarks and we hope the whole world were listening in at that time. Shoemaker's five-piece orchestra entertained in music and song with old-time selections and the Women's Club served a delightful lunch. This was the end of a "Perfect Day."

Agent Warren E. Beck, over at Geddes, S. D., has hit on a scheme which we believe

is going to stimulate business for the railroad. Recently Mr. Beck invited several farmers and business-men to the station on a little "get-together" chat. Mr. Beck explained and showed why it was a financial gain to shippers to ship their stock to markets by "rail" instead of trucks. Figures and facts proved the assertion and this idea is one worthy of consideration and Mr. Beck is to be commended on the move. A lunch was served at the conclusion of the meeting.

We regret to report the passing in Sioux City Hospital, March 5, of Henry Philip Steffan, B. & B. carpenter on the S. C. & D. Division. Mr. Steffan would have been eighty years of age had he lived until May 5 of this year, and on January 19, 1929, he had completed his fiftieth year of service for this railroad. During this period he had served this road as laborer, carpenter apprentice, first-class carpenter and B. and B. foreman. At the time of his death he had worked until a few days prior thereto as a B. and B. carpenter, working every day, regardless of weather conditions.

It is said Mr. Steffan built most of the depots on the S. C. & D. Division. While we mourn his passing we cannot but feel that his long life of service should be a lesson and an inspiration to those of us who are left. His unflinching good nature and cheerful disposition, even in spite of the infirmities that crept upon him with old age endeared him to every one on the division, and we feel with the poet—

"I cannot and I will not say,
That he is dead—he is just away.
With a cheery smile and a wave of the hand,
He has wandered into an unknown land,
And leaves us to think how very fair,
It needs must be, since he lingers there."

Engineer S. A. Frazine and wife have returned from a three months' sojourn in California and report a most enjoyable time. We understand Mr. Frazine has just had his tonsils removed and will recuperate some before resuming work.

Several changes have taken place in the division personnel since the last issue of the Magazine. Mr. H. B. Christianson, for a number of years Division Engineer on this division, has been transferred to the Iowa Division, as division engineer, replacing Mr. Sinclair, deceased. We certainly are going to miss you "Chris." We are informed the newly acquired position will be much heavier than on this division, but "Chris" is just the boy that can put it over. Mr. Christianson is succeeded by Mr. Munson, from the Engineering Department, Chicago.

Mr. Louis B. Faltinsky, district car foreman for this territory has also been transferred to the Chicago Terminals. Mr. Earl Palmer of the Twin City Terminal succeeds Mr. Faltinsky on this division. In the four years on this division Mr. Faltinsky has made a lot of friends and what is the Chicago Terminal's gain is our loss.

Joe Chipence, car helper at the Sioux City car shops, had the misfortune to lose part of the index finger on his right hand, while jacking up a car the other day. Aha! Joe, you will stay away from the Safety First meetings, will yuh?

Miss Ione DeCamp, of the master mechanic's office, was at the Women's Club ball at the Rigdon, looking more beautiful than ever, if possible.

Mr. Ed. Eckert, general yardmaster at Sioux City, has applied for a pass to Cuba.

During last week, Federal prohibition agents descended on Sioux City, and closed everything tighter'n a Scotchman's purse. We hasten, however, to assure our readers that there is absolutely no connection between the foregoing two statements.

Miss Nellie Murphy, for some years price clerk at the Store Department, Sioux City, has been transferred to the Store Department, Milwaukee, Wis. We are mighty glad to see Nellie get ahead in this world, even if we are going to miss her, and we know that the folks in Milwaukee are going to think as highly of her as we do.

Newcomers on the division are: Mr. E. F. Grisius, late of Miles City, Mont., and Mr. S. F. Philpot, also late of Miles City. Mr. Grisius was transferred to Sioux City as division storekeeper and Mr. Philpot as traveling inspector. The Mussellsell must have some darn good men out there if they can afford to let two men of the calibre of Messrs. Grisius and Philpot go to another division.

Mr. Fred M. Germscheid, formerly custodian at Ethan, S. D., has been promoted to relief operator on the Iowa and Dakota Division. "Freddie" is the kind that always gets along with every one and the I. and D. boys are lucky to have him with 'em.

Section Foreman Mr. Green, and wife, of Ethan, spent the week-end in St. Paul, and report a wonderful time.

During the month of February, the Ethan, S. D., Cheese Manufacturing Co. shipped out two carloads of American cheese, made at Ethan. Agent Bert Helvik, at this point, asks that the boys along the line recommend this cheese to their merchants, which is guaranteed to be the best cheese ever put on the market, and a South Dakota product. The manufacturers of this cheese solicit and purchase sweet and sour cream from all stations.

The B. and B. crew, under the direction of Foreman J. F. Fischer, have just completed repairs on the bridge over the creek which crosses the famous "Dells" near Dell Rapids, S. D.

Herman P. Nelson, section foreman, Sioux Falls, spent the week-end with his parents, at Baltic, S. D.

The town of Ethan, S. D., will enjoy a sort of a building boom this spring. The Farmer's Union Products Co. will erect a 40 by 60 building on our industrial track there, and will be used for a produce house. The industrial track will, when this building is completed, have a set of practically new buildings, which will give a fine appearance as well as serving the shippers.

Chief Clerk Fred Myers, wife and daughter, Sioux Falls, have taken an extended leave and are visiting in sunny California at this time. Fred was started out with plenty of "smokes" when he left Sioux Falls, a gift from the boys of the freight house, and we sincerely hope he is enjoying the land of eternal summer.

The heavy snow and ice caused by the long cold winter just passed, is causing considerable damage to all kinds of transportation over the division. Bridges have been weakened and water in many places is washing the tracks. No very serious delays have been encountered as yet, and with the B. and B. crews on the alert, it looks as if we are going to get by in good shape.

Madison Division Notes

W. E. F.

THE Women's Club gave a "pot luck supper" last month and it sure was some good eats. Never saw such a display of "good looking tasty food" at one time, and the crowd certainly did justice to it.

There was also a Valentine party put on February 7, by the club, which was well attended. Prizes were given and lunch served.

Did you know May Krenke makes a trip to Madison every month? Don't know what it is all about.

Mr. Carter and Mr. Kenney have signed a truce since the last time the water drained

down from the roadmaster's office and gave Bill a shower bath. Bill doesn't like his baths so public.

The master mechanic's office has a new floor. Tom Dorsey gives the office a "sanitarium" cleaning every Saturday. They should be a healthy bunch working there.

Bill Kline of the master mechanic's office, is on the sick list. Hope to see you out soon, Bill.

Many a girl would give good money for curls one of Mr. Gillette's carpenter has.

Margaret Roche has a good looking, red headed brother who is as witty as she is.

Irvin Garner laid off around the 1st of February with a cold. Also Burnette hasn't been to work since February 2. How come—
Jokes of 1929—

Geo. Whalen getting down to the station to make train No. 22. The train left here at 7:35. You didn't have long to hang around did you, George?

Fred Liegois looking for a "Fannie May Candy Shop" in Chicago.

I FAW DOWN! Johnnie Athony of the Car Department, was shoveling snow off the roof and his wife asked him when he would be down. Johnnie said: "It won't be long now." Just then down comes Johnnie, shovel and ALL.

Twin City Mechanical Department Happenings

N. A. H.

THE annual Minnesota picnic was held in Los Angeles, February 16, and the report is if it wasn't for the weather they could have pictured themselves back in Minnesota, due to so many Minnesota folks there. It was a great reunion for the Milwaukee men and the following were just a few of the many attending this picnic: Messrs. G. W. Rushlow, Arthur Sandy, Wisner, Cavanaugh, Dave Burke, Fred Tideman, Dave Thill, A. Z. Cowles, Joe Sandy, J. H. Foster, Walter Crouch and all wives—why a person could hardly stop shaking hands long enough to poke a hot dog into their mouths. It must have been a wonderful time.

Roundhouse Foreman Robert Cadden of St. Paul roundhouse, is confined to his home sick, and we wish him the best of luck to overcome his trouble.

Roundhouse Foreman John Fleming of Wabasha, is still confined to St. Mary's Hospital in Minneapolis at this writing but the latest report is that he will soon be out. He is improving and recovering slow but sure. His many friends helped him pass away the long days while in the hospital.

Messrs. R. W. Anderson and J. E. Bjorkholm called on South Minneapolis during the month of February.

The B. F. Goodrich Rubber Co.

Factories: AKRON, OHIO

When buying rubber goods specify *Goodrich*, the standard of quality for fifty years.

SHOES BOOTS
HOSE TIRES
and anything in rubber

Mr. Harold Odegaard dropped in to call on his old fellow workers at South Minneapolis while en route to Aberdeen to take up his newly assigned duties as roundhouse foreman. We all wish you the best of luck, Harold, and it surely is a pleasure to have you call in to see us.

Fireman Steinbauer of Winona, passed away March 3 after many years of uncertain health, he going to drier climates throughout the seasons to gain his strength back for another stretch of duty on his engine.

Announcement is just received of the appointment of Mr. F. J. Swanson to district master car builder with headquarters at Minneapolis, and we all welcome Mr. Swanson to Minneapolis.

Engineer Frank Webster was called to Seattle, due to his mother being sick. She passed away shortly after his arrival and he brought the remains back to Minneapolis for burial. We extend our sympathy to Mr. and Mrs. Webster.

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

By Willie

MR. AND MRS. J. W. HURST have returned from Alameda, Calif., where they spent a couple of months with their daughter and family, Mr. and Mrs. Hansen.

Mr. and Mrs. Lee McElwain spent a couple or three weeks in California trying to escape the cold weather.

There must be some attraction for a couple of the office girls out in Seattle. Anyhow, Syble and Grace made a trip out there to see somebody. Now 'fess up, who is it?

Louis Seyman has been transferred to Tacoma as steno for Mr. Kroha.

Chas. Laird is the new chief clerk of the Store Department, replacing Chas. Capon, transferred to Miles City.

Mr. E. L. Cleveland visited us the middle of last month.

Mr. and Mrs. Clarence Kerr left the last of February for South America, where Mr. Kerr has accepted a position with the Bethlehem Steel Co.

Conductor E. J. Taubman is on the sick list the past month.

Who in the world said that it never was going to snow in the Bitter Roots any more? Ask some of the West End crews.

Then when we think that we are going to get a nice chinook wind the weather man has another bucket of cold weather to throw on all of our nice pleasant thoughts of warm sunshine.

Someone please ask "Deck" if soup tastes good.

Mr. and Mrs. A. E. Blundell were called to Milwaukee an account of the death of Mr. Blundell's mother. Mother Blundell will be remembered by many on the division, having visited here a number of years ago. The sympathy of the division is extended to Mr. and Mrs. Blundell in their bereavement.

Sam Winn is back on his passenger run again after attending the session of the Montana legislature, as chairman of the legislative board of the engineers.

J. W. Ashenfelter has returned from Oakland, Calif., after spending a couple months with his son, Chas. and family.

Iowa (East) Division and Calmar Line

J. T. Raymond

E. L. SINCLAIR, division civil engineer, passed away suddenly at his home in Marion, Thursday morning, February 28.

He was born at Neenah, Wis. He was married to Miss Francis Mitchell, at Hurley, Wis.

They moved to Marion in December, 1901. To them there were born one son and four daughters, who, with Mrs. Sinclair, survive.

Mr. Sinclair began his railroad career with the Wisconsin Central in 1888.

He had been with the Milwaukee road for thirty-two years.

He was affiliated with Marion Lodge No. 6, A. F. & A. M., the Royal Arch Chapter and Knight Templar Commandery.

He belonged to the United States Bridge and Building Association and the American Society of Engineers.

Mr. Sinclair was a conscientious, hard-working official and was widely known and was held in highest esteem by the officials and employees, and his sudden death was a great shock and is very deeply regretted.

The funeral services were held at the Presbyterian Church, Monday, March 4 at 2 p. m.

Marion Lodge No. 6, A. F. & A. M., was in charge of the Masonic burial service. George Barnoske and Edward McGuire were two of the pall bearers. Burial was in the Marion cemetery.

Many beautiful flowers and the presence of a large number of friends bespoke the esteem in which E. L. Sinclair was held by his fellow townsmen, co-workers and friends.

The Magazine extends deepest sympathy to the bereaved family in their great loss.

Superintendent Elder and other officials rode on No. 91 Thursday, March 8, from Savanna to Marion. Traveling Engineer Dersch accompanied them, and while unloading way freight at Morley, Henry was assisting one of the brakemen in unloading a crated stove out of the car, while moving stove a board of the crate gave away, jamming him in such a way as to break his right leg between the ankle and knee. He was taken to St. Luke's Hospital at Cedar Rapids, for treatment, where it is hoped he will recover in good shape. Henry is a prince of a fellow and everyone is very sorry that he is a victim of another accident.

Engineer Gerry McElwain has returned to Marion after an extended trip in California.

On Thursday, March 7, Mr. Walter Applegate entertained the clerical force of the master mechanic's office at Marion at a luncheon. Mr. Applegate is chief clerk in the office and this month marks the fortieth anniversary of his service with the Milwaukee road. In honor of the occasion the office force presented him with a potted plant of yellow tulips. The Magazine extends congratulations to Mr. Applegate on having served the company so faithfully for such a long period of time.

On Friday morning, March 1, Superintendent Elder sent his business car to Monticello from there taking Engineer Roscoe Stevens to Chicago. Mr. Stevens was injured in a derailment early in January, and since that time has been in the hospital at Monticello, recovering slowly. He is now under treatment at the Washington Boulevard Hospital, Chicago, and his progress though slow, is expected to be continuous, and satisfactory results obtained. Mrs. Stevens and two daughters and Engineer and Mrs. L. E. Howell accompanied Mr. Stevens to Chicago.

Mr. and Mrs. George H. Hennessey of Marion, went to Milwaukee to attend the birthday celebration of Mr. Hennessey's father, J. J. Hennessey, who celebrated his eighty-second birthday.

R. C. Blakesley of Milwaukee, spent several days in Marion first part of March on business. J. R. Harding has been appointed agent at Hawkeye, the station at Wheatland is to be closed and placed in charge of a custodian.

Assistant Superintendent W. L. Schmitz of Perry, spent March 13 at Marion on business.

Operator Don W. Fox of Delmar, had the misfortune to slip and fall on the ice the latter

part of February, laying him up for some time. Operator M. F. Kelly is relieving him.

Conductor Ed. Templeton, who has been laying off since last November on account of ill health, has resumed work on Nos. 8 and 19, between Marion and Chicago.

Conductor Jack Dignan who has been off duty for several weeks on account of ill health, has resumed work on the Calmar Line passenger trains.

Passenger Brakeman Walter E. Willett has taken a sixty-day leave of absence and with his wife is visiting in Florida.

Conductor Wilbur Cooper and Miss Carmel Sullivan of Cascade, Iowa, were married at Monticello on March 4, and will make their home in Monticello. The Magazine extends congratulations.

Train Baggage-man W. T. Hummell who has been off duty for several months on account of an operation, has resumed work on Nos. 38 and 39, between Davenport and Milwaukee. Mr. Hummell's father, who was 84 years of age and had been a professor in the schools at Burlington for over forty years, recently passed away at Burlington. The Magazine extends sympathy to the bereaved family.

Owing to the ill health of his father, Brakeman James B. Gilroy has taken a leave of absence and has gone to his home at Lost Nation.

Conductor Chas. Izer who has been off duty for several weeks on account of ill health, is now in the University Hospital at Iowa City. Understand Charlie is not doing as well as had been expected but his friends on the Iowa Division hope he will show an improvement from now on.

West H. & D. Division

"Doc"

FRIENDS and acquaintances of Engineer Wm. J. Aggas were grieved to learn of his death at Sioux Falls, S. D., on Monday, March 4, at 2:30 p. m., at the age of 72 years, after an illness of nearly three months. Several weeks previous he had been taken to Sioux Falls for treatment. Mr. Aggas was one of our oldest engineers, having been in the engine service for the past 45 years, entering the service as fireman when A. T. Green was round-house foreman. He was later promoted to engineer and has served continuously since. His record is singularly clear of serious accidents. He leaves to mourn, besides his wife, two daughters, Mrs. A. A. Soule of Portland, Ore., and Mrs. W. F. Marbel of Reading, Pa., and an only son Floyd R., of Aberdeen; also four grandchildren and two brothers, Chas. R., of Minneapolis and Reed R., of Springfield, Mass. Mr. Aggas was a member of the Christian Church, the Masons and the Brotherhood of Engineers. Mrs. Aggas and family have our sincere condolences.

**Milwaukee Employees
living in the same locality
can save money by club-
bing together to buy coal
in carload lots.**

Write us for Prices

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**Burnham Building
CHICAGO**

WE SHIP ANYWHERE

Our deep sympathy is extended to Max Hansen, roadmaster's clerk, Aberdeen, whose father, August Hansen, died the night of March 5, after a brief illness. Mr. Hansen has been in the printing business at Aberdeen for a number of years.

Other terminals may imagine they have some fast switchmen. They have not investigated the calibre of the switchmen in Aberdeen Yard, however, who are alleged to be so fast they at times move out from under their hats if they should all be judged by the experience of one of them. He went into the lunch room for breakfast the other day and ate, and was down in the yard switching in no time at all. His hat couldn't keep up with him. He found it still reposing on a hook in the lunch room later in the day, and some of the boys say they heard him severely reproving his head gear for being asleep on the job. Opinions differ somewhat. While responsibility for the separation would seem to lie with the hat, Mugs ought to have it better trained. Anyway, Mugs, how nice it wasn't your shoes or something else.

Ray Hoefs was much disturbed the other day while posting his daily Safety First slogans on the bulletin board in the lobby of the Aberdeen passenger station. He chanced to look over some of the previous bulletins on the board and discovered several missing. You might put Emmet Burke on the trail, Ray. On the other hand, some representative of another railroad might have thought some of them so good he purloined a few for samples to show the safety committee of his own road.

This morning, March 6, we awoke to see a wintry aspect after several days of bright warm weather, and only heaps of snow and ice here and there where there had been deep drifts. The snow, little as there was, was mixed with a sleety rain which delayed trains from the west and brought down several wires. Glancing through the door of the dispatcher's office as we came to work, all that could be seen of Jimmy Keenan was his legs and feet sticking out of megaphone on the dispatcher's wire. From the looks of things he was trying most mightily to get a handhold on some operator out on the line and by listening intently ascertained he was trying to talk to Selby which is out Missouri River way, and one of the first points to experience changes in the weather.

E. L. Feddern, formerly of Linton, N. D., has been promoted to position of agent at Rapid City, S. D., on the I. & D. Division. We extend our congratulations and hope he cuts a wide swath down there, but sorry to lose him. Just about as soon as one of our boys makes a record worth looking at some other division wants him. Well, we have a lot more of them, but we're not telling anyone just who they are. We are making mighty good use of them improving the H. & D.

Safety First and Courtesy meetings were held at Aberdeen in two periods February 18, with an attendance of 93. It is too bad we cannot send minutes of our various meetings to every employee on the division, similar to The Magazine, as there is a wealth of good material in them. We have managed to get copies of freight claim prevention meetings to all our agents, and from the comments received from agents at outlying stations they are much appreciated.

To date, March 13, we have had only three reportable injuries in 105 days, which isn't so bad considering the past records and a comparison with some of the other divisions.

Lineman Jim Sheehan has had several broken wires the past fall and winter which occurred mostly between cornfields. He found the broken wires were most always the low and outside wires, or the ones next to the right of way line. This fact finally struck him as mysterious, so he instituted a campaign of observation

to determine the cause. His puzzle was solved one day about dusk when he saw a flock of pheasants flying across the track from one cornfield to another, one of the birds struck a wire, breaking it, and went down. Jim did not say what he did with the pheasant.

During the month of February 32 claims for live stock were received amounting to \$1,501.33, all originating on the H. & D. Division. There were 148 grain claims amounting to \$2,175.40. Our neighboring divisions to the west and south, however, were somewhat worse off. The severe weather during January, you see, is making itself evident, so added efforts along the lines of Claim prevention will be necessary to keep our ratio below that of a year ago.

O. L. Lodge, assistant division accountant at Aberdeen, is a weather prognosticator—that is, he could be one of considerable merit if he wanted to. Omar, it seems, was once in the navy under a rear admiral—maybe it was admiral. Anyway, front or rear, it doesn't make a great deal of difference. This admiral was just like a papa to Omar. Conversated confidentially with him quite often, even when Omar had nothing but dungarees on. And Mr. Admiral could wake up out of a sound sleep any night, walk up on the bridge, take a squint or two at the stars and tell you within a mile of where you were. The last story Lodge told he made it a half mile. Lodge says he learned from him how to foretell the weather 48 hours in advance, even to the extent of which way the wind would blow. Too bad we cannot elevate Lodge to a position where he could show the weather bureau at Huron that he knew his onions when it comes to weather.

Since January 1 the following changes were in effect among operators and agents: R. F. Dye appointed first operator, Montevideo dispatcher's office, temporarily; E. C. Weatherly appointed agent at Linton, temporarily; also appointed agent at Wegdahl temporarily. Weatherly figures on hitting a permanent job some day.

West I. and D. Division

F. D. S.

MISS EMMA REYNER went to Mason City the first part of February to get her eyes tested for new glasses, and also visit with her sister at Ruthven, Iowa.

Horace Sprague has been confined to his home for the past week with the flu.

F. E. Schneff, adjuster, was in Mitchell February 5 on business.

We were very sorry to learn of the death of Mrs. J. C. Johnson at Stamford, S. D. While Mr. Johnson is not at present an employee, his thirteen years' service with us makes us feel that he is one of the Milwaukee family.

C. R. Wallis, engineer, is confined to his home with the small pox. All his friends hope for a speedy recovery.

Geo. Thoming, helper at roundhouse in Mitchell, S. D., left for Kansas City February 4 to enter the government hospital for an operation for the removal of one of his kidneys. George is a World War veteran and saw plenty of action and fighting while over there.

Mrs. Theo. Ruse went to Minneapolis the first part of February to visit.

Merle Fisk was called home on account of the serious illness of his mother.

Well, we had several meetings at Mitchell, January 21. In the afternoon we had a Safety First meeting with Mr. Wiltout acting as chairman on account of Superintendent Ingraham being unable to attend. The attendance at this meeting was nearly 100%. In the evening we had a Safety First and courtesy meeting and the attendance was the best turn-out we have had yet.

There was a Safety First meeting at Chamberlain, S. D., January 17, and a very large attendance. Superintendent Ingraham acted

as chairman of the meeting. Messrs. Bost, Platte and Bradbury were also there.

Dubuque Division

E. L. S.

SYMPATHY is extended to Engineer Elmer Groff and family on account of the death of Mrs. Groff, beloved wife and mother, which occurred February 16.

Robert Carpenter, station baggageman at Dubuque, returned to work forepart of March after having been on leave of absence for some time.

Congratulations and best wishes for success are extended to Wm. Reilly, B. & B. foreman at Dubuque Shops, for quite a number of years. Mr. Reilly was appointed chief carpenter of the Madison Division effective March 1. Charles Stuart has been acting as temporary B. & B. foreman in Mr. Reilly's place until an appointment is made by bulletin, March 15.

Bridge K-212, Turkey River, renewal of floor on spans and girders is now nearing completion. Foreman Galvin and Meyer are in charge of this work.

The old Maquoketa River is being watched by Roadmaster Hyson and Chief Carpenter Farley for possible overflowing of its banks and over bridge at Green Island. Looks like some of the boys will have to do some night guard duty soon.

Foreman Arthur McGuinness has been given the pile driver for a few days to drive several bridges on the West Union Line, this to protect against the possible ice jam of the spring break-up.

Understand that B. & B. Foreman Tim Sullivan is peeking through the Cascade Line snow drifts. Time they were crawling out or we would call them the "7 sleepers."

H. H. Britton of Gordons Ferry was taken sick suddenly February 27, and at the present writing is at a hospital at Bellevue. We hope for a speedy recovery. During his absence Second Trick Operator H. G. Gerling is acting as agent, and Extra Operator M. T. Sokol working the third trick.

Agents Christ, Dean and Petters attended a claim prevention meeting at trainmaster's office forepart of March.

The Pioneer Limited hasn't anything on us. Trains 81 and 82 on the Cascade Line are also equipped with a radio, and the reception is usually pretty good. Conductor W. L. Wiedner is in charge of these trains.

Agent M. J. Thompson, at Spring Grove, is on the sick list again, which we regret very much to learn. The station is being handled during his absence by Elton C. Ferris, son of Agent M. E. Ferris, of Caledonia.

Agent G. A. Childe, and wife, are contemplating a trip to Los Angeles in the near future.

The Safety First and Fuel Conservation meetings, held at Dubuque Shops, March 4, were quite well attended. Hope to see a larger turnout at the next meeting, however.

The Connecting Link

Glen Edwards

IT has been quite a long time since we have had any news from the Connecting Link. We thought we would let you know that we are still here however.

We heard a pretty good story about our friend M. F. Ernhart the other day, well known conductor on the S. E. and C. M. & G. Divisions. When he was a small boy about seven years old, his father bought him a new watch. One day he hung his vest and watch up in the barnyard and a small calf ate them. Seven years after his father butchered the cow for beef. He found the watch lodged in the cow's

lung in such a position that every time the cow breathed the watch wound up and lost seven seconds in seven years. He says that he is still using the same watch today. It must have been an Ingersoll.

One day while switching in the Joliet Yard with one of the Milwaukee's new steel Hoppers, a little boy came up to Footboard Yardmaster Abbott, and said, "Say, Mister, has that car got eight-wheel brakes on it?"

It is reported that J. N. Smith, who has been a bachelor all his life, is thinking pretty hard about marriage lately. John is switching in the yard now so that he can see her every night.

We are wondering who took Conductor Humiston and his crew, while sleeping in the caboose at Savanna Yard, over to Sabula Jct. and back.

We hear that Jim Boyce, genial section foreman at Aurora, has built himself a new mansion.

The C. M. & G. Ladies' Club were entertained the afternoon of March 5, at the home of Mrs. Levi Haslett. We suppose that their husbands came in for their share of the gossip.

Mr. C. Jacobus, conductor, has just received a new living room set and now his wife makes him and the dog stay in the kitchen.

Tacoma District Accounting Bureau

K. M. O., Broadcasting

WASHINGTON'S birthday was celebrated in a very quiet way by the accounting force, no one having reported a skiing party at Longmire Springs, etc.

Engineer Geo. Bankston passed away suddenly, February 25, at Cle Elum. We extend to his family our heartfelt sympathy.

Mr. Geo. Pyette had his tonsils removed recently, but we are glad to report he is again at his desk.

One of the most delightful parties was recently given by Miss Olga Grothe, the guests played bridge and later refreshments were served in a most novel manner. Olga has the name of being original and this party was the last word in surprises. When may we come again?

Mrs. A. D. Browning, formerly of the Car Department office, and now president of the Milwaukee Railroad Woman's Club, was called to Marmouth, N. D., on account of the death of her mother. Our sympathy is extended to the bereaved family.

The Woman's Club are planning a basket social March 16. This is an ideal opportunity for the romantic, providing you get the right basket.

Olga, Ann and Millie attended the February luncheon of the Woman's Club and returned from the luncheon with renewed pep.

At the last card party given by the Woman's Club, our own Ann Johnson sold twenty-five tickets. No wonder the ladies elected her to an office in the club. Keep the good work up, Ann. Hazel Soike went home with the prize, also Archie Long.

You will notice on the calendar that March 29 is written with red figures. The 29th is Claude Petersen's birthday.

When Lee Boyd came to work the other morning he informed us that he had fried chicken and hot biscuits for breakfast. We don't know whether he was kidding us or trying to make us feel bad.

Frank Opie announced the other day to the office force that he had abolished all social activities such as dances, shows, etc., and has joined "The Ladies' Aid Society," but we think he helps the wife serve when she entertains said society and thinks he is entitled to membership.

Mr. Trout is wearing a tie of many colors today, causing many comments. Ann, noticing

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the bright array under Burt's chin, asked where he got it? Burt said, Santa Claus brought it to me. Too bad you don't wear a beard, chirps up Ann.

East H. & D. Division

Maude Hamlin

MR. SKORG, assistant trainmaster, spent a day with us the first part of March, sort of getting acquainted with the terminal, and the division in general.

"Fat" Maloney—oh, yes, we have nicknamed him already—spent Saturday and Sunday, February 23 and 24, at his home in Fargo, returning Monday night. Said the "folks" told him he was losing weight, which he attributed to too much sleep (?)

Roadmaster Frank Natzel and Chief Carpenter Dave Wolf attended the Railway Appliance Show at Chicago, March 5 and 6.

Mr. H. C. Kearby, general chairman of the O. R. T., spent March 6 roundabout here. He was accompanied by Mr. "Bunny" Moore, our versatile agent at Stewart, who came in to the office and renewed acquaintance and also his dues to the Women's Club. Said Mrs. Moore and himself would be glad to keep posted on any of our doings up here and we sure would be glad to have them come up. This goes for all other members out on the line, and others eligible for the club, so when you get noise of anything going on at the Montevideo Club, just hie yourself up this way—we'll be glad to see you.

Engineer Frank Fowler walked into the office the other day, having just returned from Oregon City, Oregon, where he spent the winter with his parents, Mr. and Mrs. R. D. Fowler. R. D., however (better known as Dad), doesn't plan on returning until May 1.

Steve Brophy, who is sojourning in the smiles and wiles of Sunny California, is expected back about the 20th of this month. Says he can probably break away by that time, although he would like mighty well to stay. Steve also writes that he attended the Minnesota picnic at Los Angeles, and saw the following Milwaukee, and ex-Milwaukee men: Engineer Art Sandy, O. C. Wianer, former Engineer Tydeman, Engineer Rushlow, Zack Cowles, Engineer Dave Thill and wife, and Mr. J. H. Foster. Also saw several River Division conductors there, and it seemed sort of like home to talk over old times again.

Mr. Fred Dollarhide, new roundhouse foreman, arrived on the scene around the first of the month and is all wised up on the job by this time. He expects to move his family here, as soon as he can find suitable living quarters.

We sure did hate to see Dave Davis leave our midst and go down to Kansas City. D. R. was about the most congenial incumbent of that position one could wish to work with and we sort of envy the K. C. Division.

The supply train went through as per schedule, on the way-freight and No. 21 out of Monte, and was handled fine, all along the line.

Engineer Chester Charter and wife were called to Minneapolis the latter part of February on account of the death of Mr. Charter's sister.

The Women's Club gave a card party in conjunction with the Community Club, on March 12, for the benefit of one of our railroad families, and although it rained all evening, there was a goodly crowd there and a nice evening was spent after all.

Superintendent and Mrs. Nec spent March 12 with us, returning on No. 21 the following day.

Chief Timekeeper Myrtle Brown, and Miss Harriet McLaughlin, spent March 6 at Monte, attending the auto show here.

Engineer and Mrs. Thos. Kelly returned from the warm climate of Hot Springs, and Mr. Kelly informed us he never felt better in his life, but doesn't expect to return to work until April 1.



Sub-station and Dwellings at Hyak, Washington.

Coast Division

C. C. C.

DEDICATED to Mr. Richard Wende, general line foreman, who froze two fingers and one of his big toes quite badly, while directing the work of picking up the high tension wires, where they had been broken by the severe storm in February. Three of his linemen were frozen, one badly enough to make it necessary to send him to the hospital. They are all about O. K. again, except for some sore fingers and toes.

The night was dark, the snow was thick
At peace with the world, was our friend Dick.
Dick lay asleep, in a nice warm bed
A feather pillow under his head.
The phone rang out, 'twas answered quick.
Dispatcher hollered, "Where is Dick?
The wires are down, the trains won't go,
It's all on account of the wind and snow."
He looked at his watch and it said four,
The north wind whistled round the kitchen door.

Did he hesitate? Why talk such rot?
His only thought, "make the wires hot."
He put on his heavies and his high top shoes,
Grabbed for his hat, and away he flew.
Up on the mountain, he then did go,
Wallowed around like an Eskimo.
He led his men and they fixed the line
Came back to Rockdale, feeling fine.
Built up a fire to get some heat,
Then Dick hollered, "look at them feet."
His toes were stiff, and solid as a rock;
The sight of it was an awful shock.
They rubbed on snow to draw the frost,
Took a second look, saw it was not lost.
Dick came to town, to see the doc,
All he could wear was a woolen sock.
Doc took out his knife to operate,
Dick says to Doc, "just hesitate.
It may look bad, but I've seen worse
It'll be some time 'fore I need a hearse.
I know it hurts, yes, it hurts like—well,
You'd know how it hurts, if I could tell."
He kept his toes, but it'll be some time
Before at a dance, Friend Dick will shine.

Mr. R. W. Sweet, for many years with the Engineering Department in Seattle, but who

for the past three years has been the head of the engineering force of the Chehalis, Cascade & Cowlitz Railroad, with headquarters at Chehalis, has returned to this company, and joined the force of R. H. Smith, division engineer, Tacoma.

The nine miles of relaying between Beverly and Smyrna has begun and this will be followed with ballasting gang of about 135 men.

Ben Hiddleston, extra gang foreman, who has recently undergone a major operation, has been granted a leave of absence. We trust Mr. Hiddleston will soon be able to resume his duties.

Our "genial" agent at Seattle, W. H. Campbell, is convalescing from a serious operation, and we hope will be back to his work within a short time.

Assistant Superintendent T. J. Hamilton has just learned of the recent death of Peter Mottershead, at Mason City, Iowa. Mr. Hamilton fired between Sanborn and Mason City when he was 17 years of age for Engineer Mottershead. Mr. Mottershead ran an engine for 66 years, when he was retired from the service, and was over 90 years old when he passed away. Upon the passing of Mr. Hamilton's parents, Mr. Mottershead purchased the old Hamilton residence in Mason City, where T. J. and his brother, Harry Hamilton (engineer on the Rocky Mountain division), grew to manhood.

George Bankston, coast division engineer, aged 47 years, died February 25, after a few hours' illness, from heart trouble. Mr. Bankston took his train, No. 264, from Tacoma to Cle Elum, became ill enroute and passed away a few hours later at Cle Elum. To his wife and two sons greatest sympathy is extended.

Fred S. Lang, 48, switchman in Seattle yards since 1916, was accidentally burned to death at his home in Seattle, February 24. He leaves a widow, to whom sincerest sympathy is extended.

Christian J. Johnson, age 61 years, for more than 25 years an employe of the Milwaukee road, passed away March 8, at Tacoma, after an illness of one year. Mr. Johnson has been employed as tie and lumber inspector, and last as log scaler for this company, both on lines East as well as West. He was a widower, and leaves one son, about 18 years of age, residing with his grandparents in Wisconsin. The body was shipped to his old home, Marinette, Wis., for burial.

To Andrew Cross, pumper at Greendale, Washington, we extend our sympathy in the loss of his mother, who passed away February 24.

Capt. A. L. Wilson, in charge of all tugs and barges out of Seattle, passed away March 1, after a short illness. Mr. Wilson had been Port Captain for the Milwaukee ever since the inauguration of barge service on Puget Sound. To Mrs. Wilson and children, goes our sincerest sympathy.

EVERETT LINE

Conductor C. F. Wilder has recently purchased a new car, a Ford, we believe. C. F. also has a fine yacht, and we expect his next purchase will be an airplane.

City Passenger Agent R. R. Reid advises passenger business ought to be good this summer, judging from the many inquiries his office has been receiving. A number have stated the alluring radio talks from Station K J R, Seattle, regarding the Olympian, have interested them.

Mrs. C. R. Gordon, wife of the agent at Monroe, has recently returned home from a Seattle hospital, following an operation. She is now well on the road to recovery.

C. H. Burton, and family, have returned to Snoqualmie Falls, after vacationing in sunny California.

Engineer John Bayne has been returned to the service, and is assigned to switch engine

service at Everett Yard. His many old-time friends are glad to have him back in the Milwaukee family.

Owing to the severe storm experienced during the first part of February, many lumber and shingle mills, as well as logging camps, were forced to suspend operations. However, the operators gladly accepted the shut-down, saying the curtailment would stabilize prices and put the industry on a more sound basis, with increased prices and greater demand for their products. Shipments are again being made and a good deal of rail business is being booked, which will result in increased business for our line.

S. M. West News

B. W. B.

O. H. KARR returned to service, after being off several months. He has given up his position as cashier and operator at Wessington Springs, and is doing relief work. He is relieving John L. Hubbard at Butler for the present.

R. C. Danley, former agent at Delevan, Minn., has taken charge of the station at Winfred. He changed positions with M. L. Garry. We hope the pheasants received no advance notice of "Red's" arrival.

F. A. M. Frost has resumed his duties as agent at Wirock.

Felix Vidal has reported for work on the switch engine at Madison, after having been confined to his home by sickness.

Conductor J. J. O'Brien returned with the first robin, and is working on his regular run.

Henry Lucas, who is employed in the superintendent's office, visited his parents, Mr. and Mrs. V. Lucas, at Madison. He made part of the trip in company with his Brother Ed, agent at Chandler. Ed visits at Madison much more frequently than Henry, who is already married.

Mr. F. Ogar, inspector in the Store Department, spent some time at Madison. He departed on the east passenger.

Robert Adams is acting as section foreman at Erwin, S. D.

We are glad to get rid of the snow, but thawing of same is certainly causing some trouble, washing out some bridges and water running over tracks, causing soft road beds.

Montevideo Chapter

Mrs. Ernest Young, Historian

OUR chapter held a basket social, dance and quilt raffle in connection with our regular meeting on February 25.

A business session was conducted by our president, Mrs. E. J. Ruehmer. Reports of the committee chairmen were given. New club rules, drawn up by the executive board were accepted by the club. Our Sunshine and Welfare chairmen are kept very busy due to so much illness and need.

Mr. Percy Anderson was the lucky man who won the beautiful quilt, which, of course, every one expected to get.

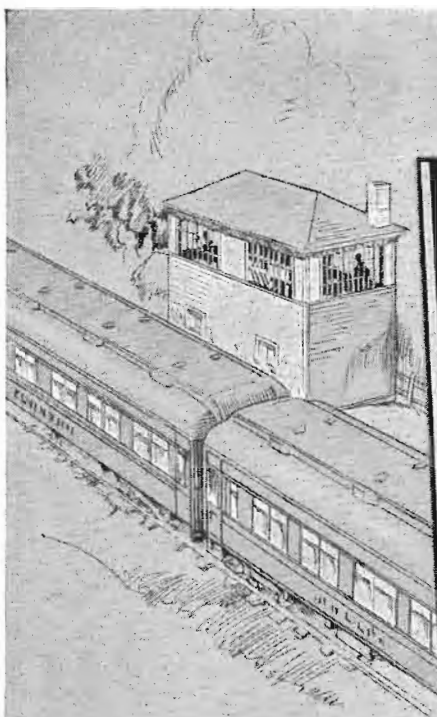
A delightful program was rendered by Irene Johnson, who gave a piano solo; and Bernice Nelson, a vocal solo, accompanied by Mildred Lofdahl, at the piano.

Baskets were then raffled and lunch was served at 25 cents per plate to those who did not bring baskets. Mesdames Abe Stuber, Hans Batten, Wm. Baseman and J. J. Brown acted on the social committee.

A three-piece orchestra furnished music for dancing the remainder of the evening.

Every one had a very good time and the club realized \$26.32 on the raffle and dance.

"Not so bad," says the ways and means committee, who have to work hard to make enough to carry on our welfare work.



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L. C. Van Allen, of Illinois, found that out when he took hold of my proposition. Formerly he worked for an oil company on a salary of \$23 a week. Now he reports that his earnings average more than \$100 a week. Gustav Karnath, of Minnesota, used to work 14 hours a day as a farm laborer for \$15 a week. I showed him how to make \$20.35 his first 5 hours. Mrs. B. L. Hodges, of New York, writes, "Earning more money than ever before. Never fail to make a profit of \$18 to \$20 a day."

Big Profits for Easy Work

These people will tell you that if you're after real money you've got to line up with a reliable company. We are an old-established house with resources of more than a million dollars. Our business is the largest and most successful of its kind in the world. We distribute Groceries and other Household Necessities direct from factory to user through Authorized Local Representatives. Thus we give highest quality at rock-bottom prices. We have thousands of customers in every State. Each month these customers order hundreds of thousands of dollars' worth of our products. Last year they bought fifteen million packages. This put nearly two million dollars in the pockets of our Representatives.

I Need Your Help

Now I invite you to share in these big profits. Our business is growing by leaps and bounds. I need more men and women at once in every territory to help me handle this increased business. The work is easy and pleasant. Your own home will be your headquarters.

You will be your own boss and work as you please. All you have to do is call on your friends and my established customers in your locality and take care of their orders. **You will have your own exclusive territory.** You will handle all business dealings with my customers in your territory. **You alone get the profit on every order.** My customers must order through you because I never sell through stores. This makes it easy to establish a permanent business—have hundreds of customers—and make big, easy profits.

No Capital or Experience Needed

You don't need any capital—you can't lose a cent—and you don't have to take any course of tedious training. Eugene Ducat, of Illinois, a former garage mechanic at \$30 a week, accepted my proposition and made \$45 clear profit the first 2 days. Mrs. K. J. R. Roof, of South Carolina, with household duties and children to care for, earned \$50 cash profits the first week in her spare time. Ralph Mosher, of New York, cleared \$100 profit the first 2 weeks while operating a sawmill for 8 hours a day. Mrs. Pearl Kelley, of West Virginia, made \$50 the first 4 days and has cleared as high as \$26.23

in one day. C. E. Underhill, of Minnesota, earned \$22.30 the first day in 3 hours. None of these men and women ever thought they could make such big money—but they did it with my help. And right now I am offering you the very same chance to increase your earnings that I gave to these people and hundreds of others.

SEND NO MONEY

If you want plenty of ready cash to pay for your groceries—and \$8 to \$10 in a day besides—be sure to write for the facts at once. Just send me your name and address—nothing else. **YOU POSITIVELY DON'T RISK A CENT.** If you wish, you may keep your present job and start in spare time. Oscar Stuart, of West Virginia, reports profits of \$18 for 2½ hours of spare-time work. Miss Flora Caywood, of New York, a shoe-worker, has often made \$9 to \$10 during her noon hour. Wouldn't you like to be making such big money—easily and pleasantly—in your spare time? Wouldn't those extra dollars come in mighty handy?

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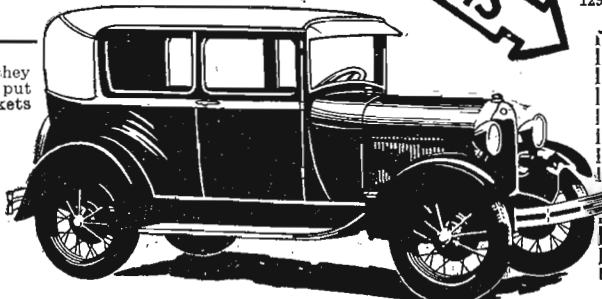
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