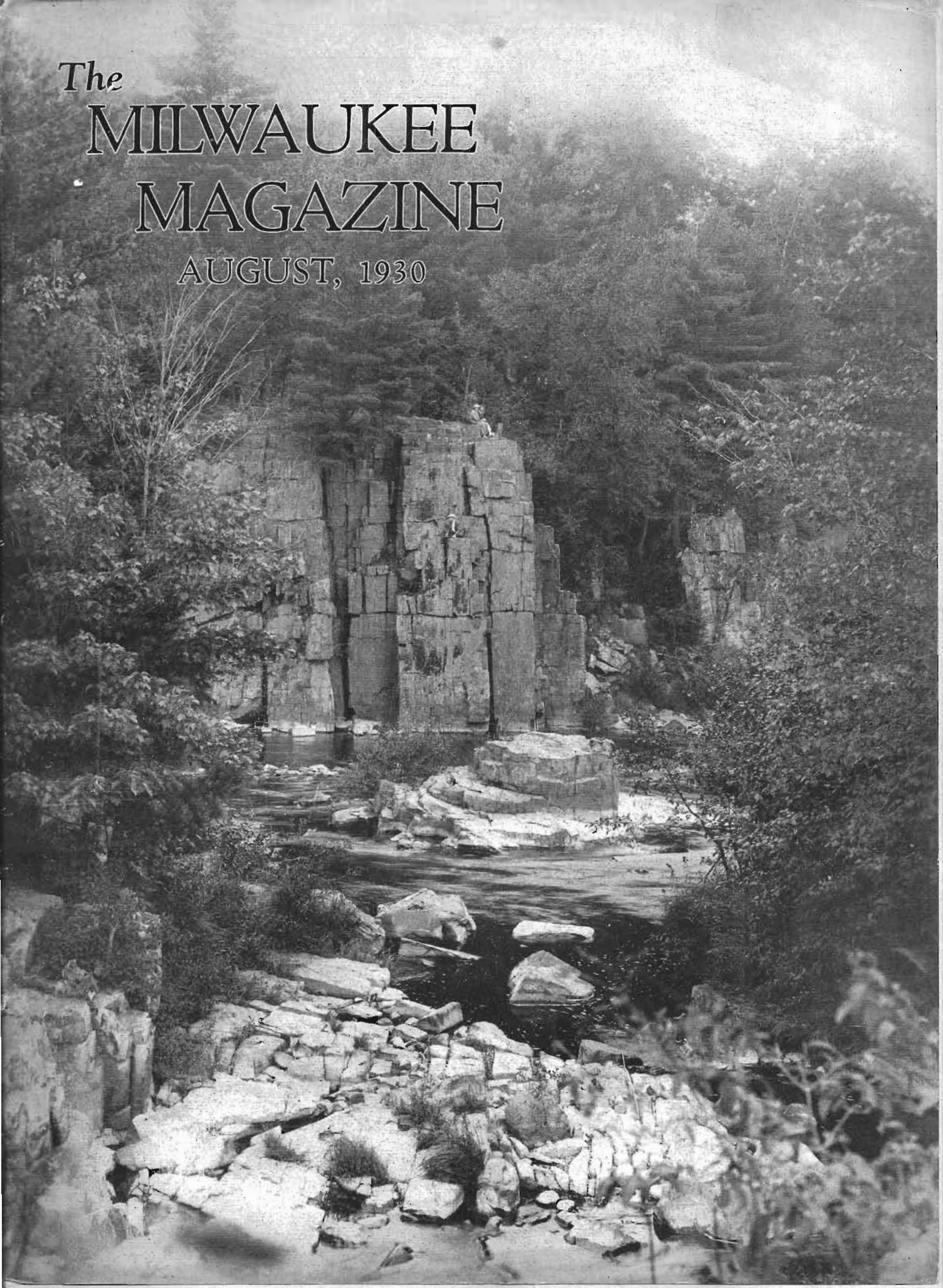


The
**MILWAUKEE
MAGAZINE**

AUGUST, 1930



What *RAILROADING* has contributed to *CHRYSLER-BUILT* *MOTOR CARS*



Back in 1894, an apprentice machinist named Walter P. Chrysler was employed in the Union Pacific shops at Ellis, Kansas.

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The Milwaukee

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

This Company has been privileged to furnish the required material and service attention necessary to its successful use. A large part of this service is directed toward the prevention of "overcharging" with this material.

When engine crews find, under normal conditions, that one pint of compound for 5,000 gallons of water is insufficient to satisfactorily control foaming tendencies, it is suggested that a request be made through the supervising officers for the attention of a service engineer.

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Wausau, Metropolis of North Central Wisconsin

Compiled by LEE JACKSON, *Secretary, Chamber of Commerce*

Photos by W. I. LaCarte

SITUATED in the beautiful valley of the Wisconsin River, close to the center of the State, is Wausau, county seat of rich and fertile Marathon County. It is 219 miles east of St. Paul; 268 miles northwest of Chicago; 138 miles from Milwaukee. It has a population of 23,756, and being 1,230 feet above sea-level, the climate is invigorating and healthful,—comparable to that of northern New York State.

Wausau is a thriving business city, a commercial center for a wide territory of varied and rich resources; it is, moreover, an important industrial point, with an ever-growing list of manufactured products, and its picturesque location on the banks of splendid Wisconsin River, which at this point is rimmed with high and forested hills and beautiful upland meadows, gives it right and title to the distinction of being the most attractively situated city on the borderland of the great North Country.

Railroads

The city is served by the C. M. St. P. & P. Railroad, the C. & N. W., and the Wisconsin Valley Electric Company, which last named operates a street car line between Wausau and near-by towns. The headquarters of the Wisconsin Valley Division of the C. M. St. P. & P. Railroad are maintained at Wausau, with Division offices, roundhouse and car department forces, etc. The electric company, in addition to operating a street car service, furnishes power for manufacturing purposes from its big million-dollar dam at Big Bull Falls, in the heart of the city. Thirty thousand horse power can be furnished at this point, more than half of which is already in use at low industrial rates—the lowest to be found in the Middle West.

Agriculture

Being the only important city in the largest county of Wisconsin, Wausau is ideally located to serve the population of that section, it being situated in the center of a fertile and productive area of vast extent. Marathon County alone

makes more American cheese than any other county in the world; and more cheese (all kinds) than any other county in Wisconsin. From cheese and butter (long the principal cash crops) the farmers of this territory are turning their attention to pure-bred live stock, with great success and increasing profit.

of its financial institutions is held by local people, all of whom are devoted to the interests and prosperity of the territory which they serve, and all have earned an enviable reputation for loyalty to home enterprise. Financially, therefore, Wausau is well able to hold its own and stabilize its industries.



Marathon Park, Wausau, Wisconsin River in Background

Industries

Industrially Wausau enjoys great prominence not only for the number, but for the kind and quality of its manufactured products. Forty-five different products are made here, including among this number, lumber, building materials, boxes, cereals, beverages, canned vegetables, shoes, granite products, electric motors, meat, oyster and ice cream pails, dairy products, woodenware and children's furniture, sash, doors, and interior finish; advertising specialties, paper and pulp; sawmill and paper mill machinery, flour and feed; toothpicks, brooms, batteries, valves, raincoats and rubber clothing, excelsior, heating and ventilating plants; iron products, tools, mattresses; sand and gravel, leather, wood veneer and sandpaper, and high class abrasives.

Banks and Banking Interests

Wausau has four banks and one trust company, and ranks fifth in banking power in Wisconsin, with combined resources of \$16,000,000. The stock in all

of 125 beds; Wausau Memorial Hospital, recently completed, has a capacity of about 75 beds. There are twelve public and four parochial schools, with an enrollment of 6,000 students. A new \$650,000 central high school, recently dedicated, is one of the largest, most modern and best equipped educational institutions in the State. Twenty-seven miles of its total of ninety-four miles of beautiful streets are paved. These city thoroughfares are broad, well laid out and handsomely maintained.

The city maintains a paid fire department with strictly modern equipment in all departments, while a local company provides the only exclusive automatic telephone in the State.

Hotel Wausau, a million-dollar hostelry with 250 rooms, was opened to the public in 1925, and provides hotel accommodations second to none. This was Wausau's first "sky-scraper," and since then another eight-story building, housing the American National Bank and numerous offices, has been added to the skyline.

Civic Interests

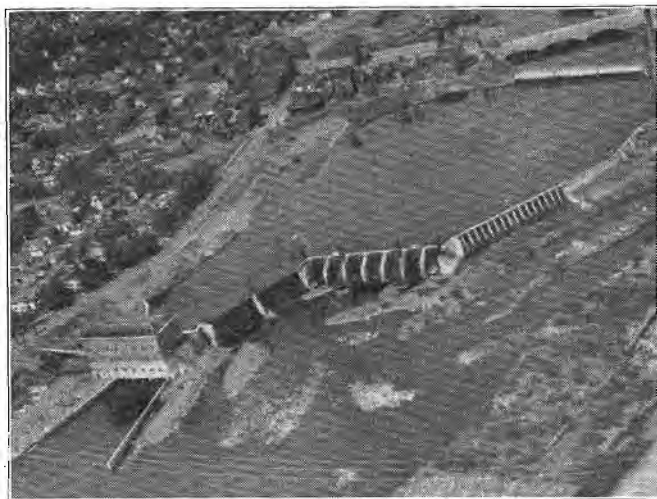
Two newspapers, one daily, and one weekly, are published in Wausau, and there are several job printing and bookbinding establishments.

Apart from its commercial and industrial importance, with the varying enterprises which produce and which serve these interests, Wausau is a delightful residential city, equipped with all of the advantages making up such an ideal. Its climate is moderate and invigorating; its water supply is taken from deep wells; low electric rates prevail; its educational system is of the highest standard; it has fine hospital facilities: St. Mary's hospital with large and modern fireproof buildings has a capacity

Few cities of its size have as many attractive public buildings as are found in Wausau, among which are the \$150,000 Marathon County Court House, a large tuberculosis sanitarium, costing \$100,000, the public library, a building whose site and quality would do credit to a much larger town, the beautiful city hall, the post office building, and many others.

Recreation and Recreational Facilities

The summer season in Wausau is beautiful in the superlative degree. The wooded hills, the winding, wonderful Wisconsin River and its great fertile valley, all invite the soul of the nature-lover and the devotee of the outdoor life. There are parks and picnic grounds, and numberless lovely spots everywhere up and down the river, where outdoor sports and pastimes may be enjoyed. In the western part of the city is Marathon Park, an eighty-acre tract of virgin white pine, which contains the many buildings of the Marathon County Agricultural Asso-



Electric Power Dam



Central High School

ciation, where the annual Wisconsin Valley Exposition is held. The grounds are public domain and are a popular place for picnics and gatherings of all sorts.

Four miles to the south, on the shores of Lake Wausau, is Rothschild Park, where a beautiful pavilion of antique design has been erected which is constantly in use for dancing, skating and other amusements. This park is one of the most beautiful in Northern Wisconsin, being covered with native pines. Lake Wausau has a surface area of eight square miles which is used for boating, bathing, etc. The lake is at present being stocked with fish and will soon become one of the best fishing grounds of the State. A municipal swimming pool, located in Riverside Park, is one of the most modern of its kind in the State. There is also a wading pool for the juniors, popular with the little folk, and which they enjoy while their elders are in for a swim in the pool.

The American Legion Public Golf Course, located in the northern part of the city, on Jim Moore Creek, is one of the beauty spots of this locality, while the course is one of the sportiest in the State and is very popular.

Stewart Park is another of the outdoor attractions located in a natural amphitheater near the center of the city. This is one of Wausau's beauty spots, the amphitheater being so pronounced in its contour as to make it seem almost

"hand-made," but it is really of nature's fashioning. Many outdoor entertainments are staged in Stewart Park, which is easily accessible from all parts of the city.

Going farther afield for outdoor amusement spots, there is Eau Claire Villa, lying between Wausau and Schofield on the banks of the Eau Claire River—a pleasant place for boating and quiet outings. Indeed, a trip up the river where the verdant shores abound in inviting picnic spots with a dip at the bathing beach, is a summer treat of paramount quality.

At the country club, on the banks of the Wisconsin River, are choice golf links, tennis courts and one of the most attractive club houses in the State.

Four miles west of the city is Rib Mountain, with an elevation of 1,940 feet, being the highest point in Wisconsin. It is practically a solid mass of white rock, with an assay of 99.7 pure

silica. This material makes the finest plate glass that can be produced, and when this deposit is developed, will add another industrial activity to Wausau of great importance. A State Park of 120 acres has been laid out on the top of the mountain.

Seventeen miles east of Wausau are Eau Claire Dells, visited annually by many thousands of tourists. Here, in a bit of virgin timber where red granite outcrops, the Eau Claire River negotiates a tortuous passage over a rocky bed and between precipitous palisades. Cascades and miniature waterfalls add to the beauty of the river scenery.

Winter Sports



Water Works and Purification Plant

In this northern country winter sports are an outstanding feature of the life of the community, and for several years Wausau has sponsored a Winter Frolic which has given the city prominence as the winter playground of the Middle West. Each year, skiing, skating and hockey are played here by sportsmen ranking among the best in the Middle West. This winter carnival is fast becoming one of the prominent events in the annals of winter sports.

Moral and Social Agencies

The religious needs of this community are cared for by twenty-four churches, including all the denominations. There are numerous strong fraternal and social organizations. The unity which marks



Municipal Bathing Pool



First Presbyterian Church

Wausau's industrial and commercial life is shown by its Chamber of Commerce which is now enjoying its twelfth year of continued service to the community. This organization occupies commodious quarters where may be seen a fine permanent exhibit of the various manufactured articles from the local industries.

Historical

Back in the early thirties of the nineteenth century, immigration set in toward Wisconsin's fertile fields and valleys, and in 1842 some of these early pioneers found their way to this section of the country, settling where Wausau now stands—a little community then known as Big Bull Falls. Persevering and persistent were these pioneers in the virgin forest. They built a sawmill, giving to the settlement its first and only industry for many years.

Under its present name, Wausau was chartered as a city in 1872, with high hopes of greatness because of its four lumber mills. Lumber was king at that time, and it has ever maintained its royal prerogative, even as other interests and other industrial projects came in to share its domain.

An Indian trading post was maintained at this point for many years, isolated from neighboring communities by forests of virgin timber, the merchandise being hauled in over the mill roads and trails from the nearest railroad stations, many miles distant. When the railroad that is now the Wisconsin Valley Division of The Milwaukee Road came into Wausau it was an important milestone in the city's progress. From 1872, when lumbering was the chief industry, until the present day when sixty manufacturing enterprises turn out their diversified products, Wausau's record of development has been phenomenal. When chartered, the population was approximately 1,500. Today its industries and commercial en-



Wausau Country Club



Ski Slide



Governor Kohler and Family at Wausau Winter Frolic

terprises give employment to four thousand men, with added numbers working in plants organized and operated on Wausau capital in the neighboring towns of Rothschild, Schofield, Brokaw and Mosinee.



Section of Business District

Low power rates, excellent rail facilities, and modern county, state and federal highways have contributed to its growth and prosperity. Wausau's products are used in every state in the Union, and an extensive export trade is carried on with far distant foreign lands. Loyalty to their city and state has always been a maxim with Wausau people. Backing the foresight of its founders, Wausau business men have devoted themselves to the development and welfare of the city in a degree which is best demonstrated by the prosperity it now enjoys. Despite the great number of industrial activities and the large number of men employed, labor troubles are few, the inhabitants are home owners to a great extent, more than eighty percent of the population owning the homes which they occupy.

Wausau stands as an ideal city in the heart of a progressive, prosperous state, and merely asks that those who are not familiar with its advantages and attractions come here, pay us a visit and reserve judgment until then. Its motto:

WORK FOR WAUSAU.

In the Big and Little Bends

Of the Missouri River, north from Reliance and Kennebec, are located fertile lands offering real opportunities for agricultural development. Indian land can be obtained by purchase or lease from Superintendent H. E. Wright, of Fort Thompson, South Dakota, or H. T. Statt, of Lower Brule, South Dakota. Deeded lands are obtainable at attractive prices. A ferry operates regularly at Lower Brule, at which point a very good general merchandise store is located, this being offered for sale by its owner, B. G. Wattson, on account of his many other business interests at his home in Chamberlain.

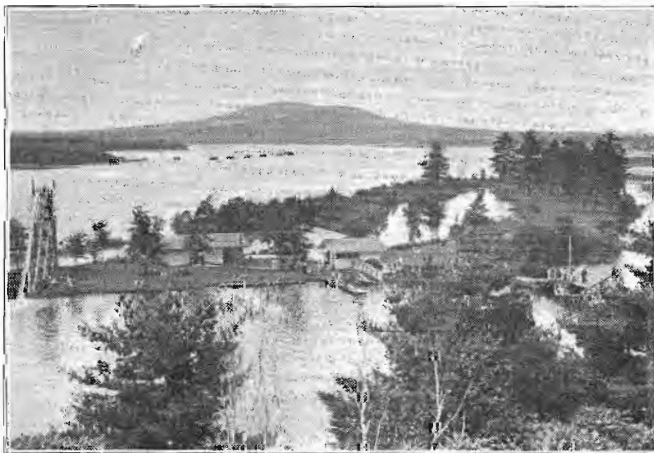
A Fine Livestock Country

Is found in Carter County, Montana, and Western Harding County, South Dakota. Grass, water and climatic conditions are favorable for energetic livestock producers. Those desiring to visit or learn more of this country should get in touch with the Commercial Club at Camp Crook, South Dakota, or the Commercial Clubs at Baker or Ekalaka, Montana, or with our Agricultural Development Department.

Mr. W. C. Blase, traveling engineer, was spending his vacation up in the northern part of the state when he was called home suddenly on account of the death of his mother-in-law.

Lawrence Hinderb, special apprentice of the Minneapolis Shops, was married June 8th, his wife coming from Iowa.

Master Mechanic John Turney of the Twin City Terminals has gone through another month of "NO INJURIES."



Rothschild Park, Lake Wausau, and Rib Mountain

ACCIDENT SAFETY FIRST PREVENTION

Thoughts on Safety

F. L. Paul, Master Mechanic

THE railroads of America were well along in the age of invention and mechanical development before certain executives recognized the importance of taking definite steps for the prevention of accidents. In its inception the safety idea was motivated by purely humanitarian thoughts, a movement to ease the physical suffering and mental anguish incidental to accidents in operating a railroad. When the first efforts to conserve the lives and limbs of railroad workers through enforcing rules and the installation of mechanical safeguards were made, many supervisors and employees were distinctly antagonistic and felt that their right to work according to their own ideas was being infringed on by an effort on the part of certain men that did not know the practical side of a railroad, and I am sorry to say that occasionally we yet find some men holding to this antiquated idea, but I am sure the majority of all railroad executives and employees have been converted to the value of safety methods and safe practices. In fact, I know all the supervisors of the Milwaukee Railroad are advocates of safety, and there is a reason.

As an example, on our railroad our management discovered that the safety measures made effective were productive of good results, and safe-guarding employees against accidents by mechanical devices were not sufficient. They learned that even a perfectly guarded shop did not take into consideration the human element of thoughtlessness and carelessness and from this deduction came the idea of Safety Education, a plan of inculcating a spirit of safety consciousness into the minds of the employees, so as to keep the idea of safety constantly before them through the medium of safety meeting bulletins and shop organizations, tabulated accident statistics, and thorough analysis of all accidents to prevent repetition.

This Educational Safety idea developed Safety Departments on all railroads and in the industries. Safety pays in many ways and if we were to be called upon to appraise the beneficent results of the movement we would be compelled to say that the greatest asset that has come to the railroad employees through the application of the safety idea is the good will created between employer and employee. It has been a great leveler of prejudice and has made a better understanding and established a common brotherhood between management and employees.

A good example of the work that is being done is the record of our own Safety Department under the direction of Mr. M. J. Flanigan. An organization of safety supervisors has been built up and offers safety service to all departments of our railroad, such as safety material and advice and counsel upon safety matters. The safety supervisors were selected solely for their qualifications and their

familiarity with the hazards on the railroad; and the results from the efforts of this organization have been gratifying not only to our general officers, but to the employees as well, because safety is one of the highest ideals of society and prompts us to plan and strive for the betterment of mankind. It is a perfect inspiration and I believe you will agree with me that it is one of the most potent influences in the changing fabric of this modern life. It is a spirit of service to humanity. Let us all visualize it, grasp it, stick to it, make it one of the tenets of our faith in humanity—and remember our slogan on the S. C. & D. Division is **SAFE TRANSPORTATION BY SAFE EMPLOYEES.**

Fifty-Seven Years of Service Without a Personal Injury



Fred Bussa

HERE is a picture of Crossing Flagman Fred Bussa, who holds forth at the Fifth Avenue and Twentieth Street crossing, Minneapolis. Mr. Bussa entered the service of The Milwaukee Road in October, 1873, and has worked continuously since that time for 57 years without a personal injury of any kind. He was born in Germany on June 3, 1847, coming to America when 26 years old and starting to work for The Milwaukee Road as section laborer at Dundas, Minnesota. He worked as a laborer for 27 years, after which he was promoted to section foreman, in which capacity he served for eight years and then in the year of 1908 took over the duties as crossing flagman at Minneapolis.

Mr. Bussa recalls the time when the Jesse James gang held up the bank at Northfield, Minnesota. The gang passed through Dundas on their way to Northfield, stopping at the local saloon, where all the natives were treated to a drink by Jesse James himself. Mr. Bussa was among those present, having been stopped by one of the gang on his way home from work. He has many such tales to tell of the conditions in the old days.

Mr. Bussa has always been a strong booster for Safety First, and his safety record shows it. He is 83 years old and still enjoys good health, having lost only ten days because of illness during his 57 years of service.

The Wise Guy

M. A. Sievert

Assistant Car Foreman, Tacoma Shops

HO, HUM! Well, another day. Dog-gone, put my sock on wrong side out! Sure will have to watch myself today! Don't see why they have such sharp

knives; darn near cut my mouth with that load of pancakes.

Gee, I sure was lucky that time; came near getting run over by that auto when I ran for that street car; dark corner, anyway; don't know why they don't put up some lights—guess I should have waited, as there was another car along soon.

Car isn't quite full, but I like to stand up in front. Gee, we hit an auto and a piece of glass from the front window came near cutting me an awful lick. Come to think about it, I shouldn't have been standing there. I know it's that old sock; have to watch my step.

Guess I'll get off at the train yard, I can save a few seconds that way. Gee, the yard is blocked and I'll have to crawl under to get to work on time. Zowie, that sure was a close one; didn't know they were going to hit her. Come to think about it, guess that switchman did yell at me.

Well, there goes the old whistle. Guess I'll get to work. This jack isn't so very good, but I believe it will hold up that load till I get a horse under it. Boss just came along and raised Cain cause I didn't put up the blue flag before I started on this track; and say, when he saw that jack—oh, boy!

I don't see why the foremen are always picking on me. I do my work all right; haven't got hurt yet, and I've been car knocking longer than he has. Some guys make me sick with their old lady ideas—always so careful. Gee, a guy's gotta take a chance once in a while.

Boy! There goes the old air hose off my motor. How in h— do you stop that d— snake from kicking up so much fuss, anyway? Some wise crack over there is yelling at me, "Why didn't you read your Red Book Rules?" They weren't meant for me. I've been in this game too long to have any set rules. I don't need them.

Well, there goes the old noon whistle. Sure am hungry. Well, that's over; guess I'll take a smoke. Holy mackerel! I didn't see that wax lunch paper in that box when I threw that old match away. Came darn near burning up the old eating shack. Don't know why they don't invent a match that goes out when you get your light—then things like that wouldn't happen.

There she goes; back to work again. Ho, hum! Wish it was quitting time. Well, guess I will let this old load down. "Say, you, push that truck back a little farther till I stick this center pin in." Oh, boy, just got my hand out in time. That's just it. Foreman giving you h— all the time. Say, you got to watch these other birds every move. Imagine letting that jack down with me with my hand under there. "Can't you see nothing? Then you talk about safety!"

Well, just a few minutes left until quitting time. Guess I'll mosey over and sharpen up my chisel. Don't know why someone don't wipe the dirt off this glass

guard. Can't see a thing through it. I know, I'll lift it up. "Ouch! Someone help me! I can't see! Something struck me in the eye." Oh boy, it hurts. "Get a doctor, quick! I can't stand this pain." Gee, I hope they get me to the hospital before I go nuts with this pain.

They are putting something over my nose. Gee, I feel kind of sleepy. Pain's leaving, too. Ho, hum.

Gosh, I feel funny—where have I been? What's that rag around my head? Gee, my eyes hurt.

Oh, yes, I remember. I was grinding on the emery wheel with the guard up and no goggles—done it a thousand times—guess it got me this time. Don't remember much after it hit, only that terrible pain.

"What's that, doctor? You say I am to lose the sight of one eye." Gee, why didn't I listen to my foreman and fellow workers and pay more attention to the rules in the Red Book!

"The Other Side"

H. M. Wilkinson, Yardmaster, Dubuque Shops

SAFETY FIRST is not new and there has been much said on this important subject. However, the numerous accidents being reported on various parts of this and other railroads indicate there is yet considerable to be done.

There are two or three main factors entering into or causing personal injuries namely, unsafe conditions, unsafe practice and carelessness. The latter two, contributing to at least 95 per cent of all accidents which result in injury and possibly death. This can only be corrected by each and every one of us taking a personal interest in the safe discharge of our various duties.

Report on unsafe conditions promptly and I am quite sure they will be just as promptly corrected. It does not, however, appear to be so easy to correct an unsafe practice or carelessness. The unsafe practice no doubt, is due to what is commonly known as force of habit. This is a very dangerous rut to fall into and it is certain we are not going to make much progress if we continue in a fixed habit that is unsafe. Carelessness is usually brought about by haste or lack of thought before acting and sooner or later will result in someone being injured or killed.

As we open our Standard Rule Book the first thing we see is a general notice reading "Safety is of the first importance in the discharge of duty." Another one reads, "Obedience to the rules is essential to safety." On through the book every rule is a guide for us to follow in the safe performance of our work. Let us give these rules a little more thought and perform our work as they instruct, before it is too late.

Another thing comes to my mind before closing this paper and that is, the personal reason for performing our work safely. We all have loved ones depending upon us. Can we afford to bring sorrow and possibly a life of poverty upon those we love through carelessness or some unsafe practice on the part of ourselves or fellow worker? It should not be necessary for the management of this railroad to force us to work safely. The thought of looking back over our years of service with pride, in knowing that we have not been responsible

through carelessness or unsafe practice for the injury of ourself or fellow employee should be enough.

Let me quote just a verse or two from a bit of poetry written by a little 10-year-old girl, the daughter of a railroad employee:

Thinking of Daddy

The rain pours down; the wind is high,
It bites your nose as it passes by.
A flash of lightning makes the black skies light,
And my daddy is switching cars tonight.
The thunder roars; the wind seems to increase,
My thoughts are with dad and I can't rest in peace.

Then, a wee voice within seems to say;
"Little girl, can't you pray?"
So, I fold my hands and utter a prayer
To Him who watches the one who cares.

Let us prove to those loved ones who are depending upon us that we DO care by practicing Safety First.

The Milwaukee Railroad is doing its part by spending thousands of dollars to correct unsafe conditions and teach us the safe way to perform our work. We must do our part by complying with the rules set before us and stop our careless and unsafe practices.

It is a very serious problem and worthy of our most serious thought and effort.

Time and "Safety First"

*W. F. Coors, Electrical Instructor,
Coast Division*

EVERY good piece of work done well requires a reasonable time for its accomplishment. There is usually nothing gained by hurriedly attempting even the most trivial tasks in an effort or in the way of habit, of doing things quickly just in order to get through as soon as possible. Spoiled material, accidents and personal injuries are largely the result of someone's effort to hasten action in some respect. Sometimes the objective reason for haste is not always clear even in the mind of the man concerned with the "hurry up."

"Time is money" and "Time is the essence of good railroading," are all right if judiciously applied. On the other hand, "Haste makes waste" and "Deliberation is the counsel of the wise," have their place in the scheme of every day affairs, with a preponderance in their favor when Safety First methods must be considered.

Well planned action for the accomplishment of duty very nearly always results in saving of time in doing the work at hand in the right manner at the first trial. Nor is this true more in any line of work than in maintenance of mechanical equipment. Problems peculiar to certain conditions are frequently prevalent and if carefully thought out beforehand from a maintenance viewpoint backed with experience, efficient as well as safe practices result.

With electrical apparatus doing things from the first in the right way is of paramount importance. In operating, the improper opening or closure of a switch might be disastrous both for men and equipment. Therefore the only safe and efficient method of handling electrical machinery comes from carefully considering all details before making any move

Ardent Booster for Accident Prevention



Ben Oleson

1879. He has served the Milwaukee Railroad and its patrons in a courteous, faithful and efficient manner for the past 56 years and at this time holds and treasures his first "train order" issued by Mr. G. W. Sanborn, who was superintendent of the I. & D. Division at that time.

He has many interesting stories relating to the trials and tribulations of the earlier days and the progressive improvements that have been made from time to time since then. In the summer of 1900 he worked with a construction gang hauling gravel and supplies east of Mitchell for building a track to Chamberlain; and during the six months he was engaged in this work, he states he slept in a bed only once, at other times being compelled to sleep in box cars and on depot and freight house platforms. He recalls that while building this line they had one place to eat which was called "35 Mile Siding" now White Lake, South Dakota, where there were one-inch cracks between all the boards in the walls, and during the cold weather the food froze on the table, making it necessary for the men to eat with their mittens on. He has seen many changes in the service and has handled various runs on the I. & D. Division.

He recently had the pleasure of meeting two old employees who entered the service at about the same time as he did, at a banquet held at the Marquette roundhouse, commemorating their 365th day without an injury. They were Jim Doyle, employed at the Pontoon Bridge, Marquette, and Will Sloan, boilermaker, Marquette. This was a golden opportunity for these old-timers to discuss their reminiscences of the old days.

During his long period of service, Mr. Oleson has sustained only two slight injuries and is an ardent booster for accident prevention, admonishing all employees with whom he comes in contact to perform their work in a safe manner so as not to be injured.

which might involve further consequences.

In all operations on a railroad definite safety rules for certain conditions are possible and certainly result in benefit, even to the men who may obey them without thinking why. There are many other occasional features in this work which may not be covered by rules but do require the considerate planning of the individual concerned from a safety viewpoint. In case of accidental trouble or in some unforeseen circumstance, it may not seem possible to take a minute or two for deliberation as to the best course to take.

But without this the outcome is merely left to luck or chance with disappointments more often than not, resulting in the end.

Therefore it is well for individual men to consider all of the possible variations in their work from the usual thing, and to envision the course of action in their imaginations to be followed under unexpected conditions; once the performance of routine duties has been satisfactorily solved for day to day action.

Entirely successful Safety First operation will always result from deliberately and carefully planned action on the part

of the men concerned with its application. Safety First like any other worthwhile thing cannot be had without effort, especially at the beginning of such a movement. Until ideas and methods are fully developed for the doing of things in the safest manner such operations rightfully should consume more time than less safe and older practices. Eventually however, with the perfection of the Safety First feature in all things, the time element can gain more efficient application with appreciable reward in saving of men, materials, machinery and lastly time itself.

the road enginemen since November, 1929. Mr. Thurber closes his report with the following words: "We hope to continue our good records and even better them in the various departments on the Illinois Division during the year 1930." This is a fine spirit and we confidently believe that he will do it.

Kansas City Division

Superintendent Gibson, Kansas City Division, reports the following records as of July 1st: The Station forces under Trainmaster W. C. Givens and Agent R. G. Larson, Kansas City, averaging 225 employes, have completed more than 400 days without a reportable injury. The yard men at Kansas City, under F. R. Digman, general yardmaster, averaging 50 employes, have gone through a period in excess of 100 days without a reportable injury, and the yard men at Ottumwa, under Yardmaster C. W. Jordan, totaling 24 employes, have completed in excess of 300 days without a reportable injury. The enginemen, under Traveling Engineer E. D. Jefferson, numbering 265 employes, have gone over 200 days without a reportable injury. In the Track Department, Roadmaster R. R. Lowe, with 60 men, has completed 300 days with a clear record; Roadmaster P. J. Weiland, with 80 men, 215 days; Roadmaster A. C. Tubaug, with 110 men, 200 days, and Roadmaster F. M. Barnoske, with 67 men, a total of 700 days, the latter being a very remarkable record. The Locomotive Department forces at Ottumwa, under Roundhouse Foreman H. L. McCaughey, with 130 employes, have gone through a total of 460 days without a reportable injury. The Store Department force of 15 employes, under Division Storekeeper G. C. Sheridan, has completed more than 1,225 days without a reportable injury, a very outstanding

SAFETY RECORDS

The following departments in the Chicago Terminals went through the month of June without a reportable injury: Locomotive, Car, Track, B. & B., Enginemen, Trainmen, Signal and Store. Considering the large number of train and enginemen employed in the Terminal, they accomplished a very good record.

Chicago Terminals

THE Western Avenue Round House at Chicago, where 285 men are employed under Foreman H. L. Mitts and Master Mechanic C. L. Emerson, has completed a total of 525 days without a reportable injury.

Superintendent Whiting calls attention to a branch of the service that is seldom considered when we talk of safety records, being that of Yard Clerks, whose duties take them out into the train yards where they must be alert in order to prevent injury. He has two very good records in the Chicago Terminals, being those of Chief Yard Clerk H. Peters in the Division Street District, whose day and night force, consisting of six men, has not had a personal injury to any of his employes since 1916, and Chief Yard Clerk J. L. Burke at Western Avenue, who has twelve employes under his jurisdiction, has not had an injury to any of his men since 1920, the records prior to that time not being available.

The Store Department forces at Bensenville in the Chicago Terminals, averaging nine men, coming under Local Storekeeper F. J. Forst and Division Storekeeper E. H. Lyons, have not had an injury of any kind since March 1, 1924, a period in excess of 2,200 days. This is a fine record and one which Mr. Forst intends to continue.

Trainmaster John Costello, Chicago Terminals, reports that since January 1, 1930, he has had three minor injuries, no lost time and one reportable, which occurred on February 28. In other words, he has completed the months of March, April, May and June without a reportable or lost time injury. This is a good record, considering the congested conditions under which the switch crews in Mr. Costello's territory are obliged to work. He is working 26 engine crews of five men each, which, together with the yardmasters and switchtenders, represents the record of 138 men. He expects to continue indefinitely the clear record of the last four months.

Roadmaster Frank Cleary, Chicago Terminals, with a force of about 120 men, has completed a period of 78 days without an injury of any kind, and the following foremen under him, working

an average of five men each, have not had an injury since January, 1929: Peter Perry, Charles Olhaber, Tony Picorio, John Angelo, Leo O'Rourke, Carlo Costanzo, Frank Cundare. All of these men have very important sections and work under heavy traffic conditions.

The Signal Department force in the Chicago Terminals, under Signal Supervisor Louis Gerhart, numbering about 24 men, has made a remarkable record in not having a reportable injury since January 15, 1924, a period of six and one-half years. The last minor injury to any of these men occurred on December 15, 1927, so that since that date he has had a clear record without any injuries whatsoever. This is a mighty fine accomplishment considering the hazards incident to signal work in a large terminal, particularly during the severe weather in the winter months.

Illinois Division

Superintendent W. M. Thurber reports the following records on the Illinois Division as of July 1st:

Head of Department		No. of Days
Department	Name Title	without Rep. Inj.
Engineering	R. G. Heck Division Engineer	545
Track	R. J. O'Connor Roadmaster	101
Track	A. H. Hobert Roadmaster	167
B. & B.	C. Gradt Chief Carpenter	501
Loco—Savanna	P. L. Mullen Master Mechanic	152
Loco—Nahant	J. H. Lord Roundhouse Foreman	475
Signal	A. O. Swift Signal Supervisor	222
Car	T. M. Linehan General Car Foreman	168
Store Dept.	C. C. Smola Division Storekeeper	545
Rail Mill	J. Roe Supt. Rail Mill	507
Ice House	H. E. Buckingham Perishable Freight Inspector	288
(Nahant)		
Savanna Station	A. J. Reinehr Agent	496
Yard Enginemen		
(Savanna)	P. H. Hughes Traveling Engineer	544
Yard Enginemen		500
(Davenport)		
Yard Trainmen	J. J. Flanigan Trainmaster	363
(Davenport)		
Road Enginemen	P. H. Hughes Traveling Engineer	225

At Savanna Rail Mill, where the work is heavy and quite hazardous, they have not had a reportable injury since February, 1929. The yard engine forces at Savanna went through the year 1929 and so far this year, without a reportable injury, and the same class of employes at Davenport have not had a reportable injury since February, 1929. The Store Department employes completed the year 1929, and have gone so far this year without a reportable injury. The B. & B. Department employes have not had a reportable injury since February, 1929; the Car Department employes at Nahant, since May, 1929; the yard trainmen at Davenport, since June, 1929; the Signal Department, since November, 1929, and

and remarkable record. The following records were made by Car Department employes: Broadway Yards, Kansas City, 15 men, Car Foreman J. T. Clark, 452 days without a reportable injury; Coburg, 36 men, Car Foreman Clark, 719 days; Ottumwa, 6 men, Car Foreman Carl Hanson, 848 days. These are some mighty nice records.

I. & D. Division

The Marquette roundhouse, where 94 men are employed under Foreman J. H. Bell and Master Mechanic P. L. Mullen, has completed a period of 500 days without a reportable injury. A very nice record.

Roadmaster P. McMahon, I. & D. Division, has not had a reportable injury in his force of 48 men so far this year and he intends to carry this record on through the balance of the year 1930.

Trans-Missouri Division

The Car Department force of 60 men at Miles City, under Foreman M. L. Johnson, has not had a reportable injury since October 23, 1928, a nice record.

The Car Department force of eight men at Lewistown, Montana, under Foreman G. L. Woods, has not had a reportable or lost time injury since December, 1926. A very good record.

The Car Department force of 25 men under Foreman Ed Haugen, at Harlowton, Montana, has not had a reportable injury since August, 1929.

Northern Montana Division

Car and Roundhouse Foreman F. K. Kummrow reports that at Lewistown, Montana, the Car and Locomotive Department force of 11 men has not had a personal injury of any kind since November 25, 1927. From the following remarks regarding this record by Mr. Kummrow, we can appreciate why his men are not being injured: "I can assure you that I am on my toes from morning till night to keep this good record and I feel that this is my duty as a supervisor of the good old Milwaukee Road."

Coast Division

The following letter from Assistant Superintendent Car Department, Mr. F. D. Campbell at Tacoma, speaks for itself with reference to the safety records at the Tacoma Shops and coach yards:

"For your information the Car Department at Tacoma Shops and the Tacoma coach yard have just recently completed the first step on what promises to be one of the greatest Safety First records on record.

"On May 20th the Car Department at Tacoma Shops completed one year's time since having a reportable or lost time injury, having worked during that year, 1,232,777 man hours. On June 3rd the Tacoma coach yard completed one year's time since having a reportable or lost time injury, having worked 238,374 man hours or a total for both points of 1,471,151 man hours.

"I am assured that this record is going to continue to pile up and I am sure it will if the interest displayed by the men and supervisors in Safety First matters is any indication.

"Both points are on the Coast Division under the jurisdiction of Mr. W. L. Delaney, car shop superintendent. The coach yard is directly under the supervision of Coach Yard Foreman W. G. Densmore.

"I would state that the work of the men at both points is similar to work at all shops and repair tracks in regard to the number of hazards experienced, but all unnecessary hazards have been or are being eliminated just as fast as they appear.

"The average number of men employed at the shops has been 380 and at the coach yard 60."

Terre Haute Division

The Car Department consists of ap-

proximately 266 men, have completed a period of 21 months without a reportable or lost time injury, due to the efforts of General Car Foreman T. J. Lentz and the following car foremen: C. R. Patton, Terre Haute; J. C. Davis, West Clinton and T. R. Potts, Bedford.

Superintendent Donald, Terre Haute

Division, reports that at the close of the month of June they had completed three consecutive months without a reportable injury and with only one lost time injury. The last reportable injury occurred on March 17, 1930. This is a fine record considering the amount of traffic handled on the Terre Haute Division.

Rocky Mountain Division

The following foremen under District General Car Foreman Axel Strand, on Lines West, went through the year 1929 and so far this year without a reportable or lost time injury:

Foreman	Location	Average Number of Men Employed
E. H. Shook	Avery	14
P. Bagard	Bonner	2
H. J. Morse	Deer Lodge	136
T. L. Sand	Butte	9
John Haugen	Three Forks	6
J. E. Waugh	Gallatin Gateway	6
F. B. Sevenants	Roundup	1
A. C. Rognelson	Marmarth	30
	Mobridge	

In addition to the above, Foremen Wood, Kummrow and Johnson, whose records are shown individually in the foregoing, also come under Mr. Strand.

The Locomotive Department forces under Division Master Mechanic H. E. Riccius, on Lines West, have been making some nice records, as well be noted from the following:

Shop or Roundhouse	Foreman	No. of Men	Date of Last Reportable Injury
Miles City (Roundhouse)	Barry Glen	150	Feb. 2, 1929
Miles City (Shop)		47	Jan. 5, 1929
Mobridge	Foreman Kellum	75	Nov. 22, 1929
Lewistown	William Leahy	9	Nov. 4, 1928
Harlowton	H. M. Aggers		None this year
	M. J. Farley	49	

Contest Records

The contest records for the four-month period ended April 30, 1930, shows the following officers on the top of the list in their various groups:

Name	Title	Division
B. F. Hoechn	Superintendent	Wisconsin Valley
John Turney	Master Mechanic	Twin City Terminals
F. D. Campbell	Asst. Supt. Car Dept.	Lines West
	(Classed with D. M. C. B.)	
A. F. Manley	Trainmaster	Trans-Missouri
H. R. Abrahart	Asst. Master Mechanic	Chicago Terminals
	(Classed with Traveling Engineers)	
H. C. Blake	Division Engineer	Hastings & Dakota
G. A. Larson	Roadmaster	Milwaukee Terminals
J. T. Loftus	General Foreman in Charge of Large Extra Gangs	Kansas City
L. J. Denz	Chief Carpenter	Chicago Terminals
W. G. Chipman	General Yardmaster	Illinois
F. M. McPherson	Agent, Union Street Station	Chicago Terminals
F. S. Peck	District Storekeeper	Terre Haute, Chicago Terminals, Middle Dist.
A. O. Swift	Signal Supervisor	Illinois, Dubuque, Iowa
		K. C., S. C. & D., Des Moines
J. G. Wetherell	Asst. Engineer (Grade Separation)	Milwaukee Terminals
F. Fernstrom	Locomotive Shop Supt.	Dubuque
L. B. Jensen	Car Shop Superintendent	Milwaukee Terminals
J. J. Roe	Store Shop Superintendent	Illinois

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

	—May, 1930—			—May, 1929—			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	2	29	22	1	81	48	*1	52	26
Lines West		7	6		20	9		13	3
System	2	36	28	1	101	57	*1	65	29
A decrease of 63 per cent in reportable cases.									
	—Five Months, 1930—			—Five Months, 1929—			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	11	168	95	10	600	245	*1	432	150
Lines West	3	35	24	2	102	38	*1	67	14
System	14	203	119	12	702	283	*2	499	164
A decrease of 70 per cent in reportable cases.									

*Increase.

The following divisions went through the entire month of June without a reportable injury:

Iowa	Iowa & Minnesota
Terre Haute	Southern Minnesota
Racine & Southwestern	Hastings & Dakota
La Crosse	Twin City Terminals
Madison	Idaho
Wisconsin Valley	Coast
Superior	Olympic

The results for June as a whole were somewhat disappointing, although we will have a reduction of almost 75 per cent under last year; still the fact remains that there were about 28 reportable injuries, including one fatality. It will be necessary for us to do even more than we have in the past and keep on doing until we have the number of reportable injuries down to the lowest possible minimum. It is a subject of vital concern to each and every employe, and one in which they must take a very keen interest. Study the Safety Rules and do

everything you can to prevent an injury to yourself or fellow-employe for the sake of your family or his family. Make the world a happier place in which to live by preventing these avoidable personal injuries.

Visiting Minister: "Ah, my dear unfortunate brother! The world—ah—is full of trials!"

Convict: "Parson, it ain't de trials wut wurry me. It's de verdicts!"

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John A. Chandler

ON July 22nd, at his home in Minneapolis, occurred the death of Mr. John A. Chandler, for many years city ticket agent of this company in both St. Paul and Minneapolis. Mr. Chandler had not been in the best of health since he suffered a paralytic stroke a few years ago, but he had so far recovered as to be able to attend to his duties in the Minneapolis City Office, until his retirement a few months ago. Heart disease was the immediate cause of his death.

Mr. Chandler was the son of "Judge" Chandler, a noted figure in the traffic annals of the St. Paul Railroad many years ago, when he came with his wife and family from Sparta, Wisconsin, to St. Paul, where he served a long and successful term as general agent of this company. The family were prominent in St. Paul life and the old Chandler home at Ninth and Rosabel Streets is one of the city's landmarks.

Entering the employ of this company forty-five years ago, "Jack" Chandler, as his familiars knew him, worked for a time in the Minneapolis depot, then was traveling passenger agent. On September 1, 1920, he was appointed city ticket agent in St. Paul, from which he was transferred about five years ago to the same position in Minneapolis. Mr. Chandler is survived by his widow, one son and one daughter, all of Minneapolis; a brother living in Los Angeles, and a sister residing in Grantsburg, Wisconsin.

Funeral services were conducted from the home July 25th with cremation at Lakewood Cemetery.

Mr. Chandler was a railroad man by inheritance as well as by nature and education. He grew up with The Milwaukee and was one of its most popular passenger representatives.

His passing is greatly regretted and his many friends extend their condolences to the bereft family.

They Staged a Hard Times Party of Their Own

THESE are the days when "psychological effects" are being held responsible for a lot of the worries and cares of the business world, but here is one way

which some loyal and interested employees of this railroad took to get around old man "Hard Times" and put a good looking foot forward, even though the paint brush and pots have been laid aside for the time being.

The pretty and picturesquely situated passenger station at Libertyville, Illinois, which has been the admiration of countless thousands of passing tourists because of its shining whiteness set in a verdant frame of green lawn, overhanging shade trees and neat shrubbery, was falling into disrepute because of the combined effects of winter storms and summer dust—in short, it was dirty, needed what in ordinary times would have been immediately ordered for it—a cleaning coat of paint. But the order "No painting" was mandatory, and the Libertyville depot was included on that list. But where there is a will, a way is found, and to no one more than the Libertyville employees themselves was the need of a cleanup time more impressive, so the "way" was found by means of the scrubbing brush, cleaning agents and plenty of good water. Entirely on their own initiative, one of the employees residing in Libertyville bought the soap and cleansers, and Section Foreman C. Shadowen, with his men, scrubbed the entire exterior of the building to a shining whiteness. Second Trick Operator J. J. Blauw "toted" his garden hose down and a grand washdown completed the job, which was done during the "layoff" hours of the night and Sunday. Now Ticket Agent Brown smilingly serves his public and proudly tells the patrons "No, the depot has not been painted, but it has been scrubbed." There's great virtue in soap, water, elbow grease and loyalty.

Notice

TO ex-members of the 21st Engineers, L. R., now in the employ of this company, the following is addressed, and The Magazine has been asked to publish the notice in order that the Secretary and Treasurer may contact any of its ex-members in this manner:

Attention! 21st Engineers L. R.

Ex-members of the 21st Engineers Light Railway, 1st Army, A. E. F., attached troops and companies stationed in the United States are cordially invited to join the 21st Engineers L. R. Society.

The Reunion Dinner will be held at the University Club, Boston, October 7th, 1930, at 6:00 p. m. The Society's Reception Parlor in the Hotel Westminster will be open

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

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

Name	Occupation	Division or Department
Andrew Andersen	Cable Splicer	Milwaukee Shops
Albert Bray	Dispatcher	Milwaukee Shops
Andrew Butterfield	Laborer	La Crosse Division
John Crowley	Blacksmith	Milwaukee Shops
Christopher Harrison	Locomotive Fireman	R. & S. W. Division
Martin M. Jankowski	Mason	Milwaukee Shops
Leopold Linke	Blacksmith Helper	Milwaukee Shops
Henry M. Little	Tool Room Man	Iowa Division
John Oppelt	Carman	Dubuque Shops
Grant W. Parker	Agent	Madison Division
Erwin L. Rumsey	Trucker	La Crosse Division
Fred Rusch	Carman Helper	Milwaukee Shops
C. A. Snyder	Conductor	Coast Division

C. W. MITCHELL, Secretary-Treasurer.

October 5th, 6th and 7th, and all ex-members of the Regiment and attached troops are requested to please register.

Those interested in receiving the Medaille Interalliee de la Victoire and Medaille de Verdun please write for further information to

Frederick G. Webster,
6819-A Prairie Ave.,
Chicago, Ill.

Appointments

MR. F. H. Jeffrey, formerly auditor of station accounts, has been appointed credit officer, succeeding Mr. W. F. Dudley, retired.

Mr. F. D. Dale succeeds Mr. Jeffrey as auditor of station accounts.

The headquarters of these officers and their staffs remain in the Fullerton Avenue Building, Chicago.

No Breakfast Arguments

Mr. Frank J. Newell, of the Publicity Department, offers the following on Mr. M. J. Flanigan's thought waves in the direction of safety:

"M. J. Flanigan, manager of The Milwaukee Road Safety Bureau, who recently set himself up as a style dictator by forbidding employees to wear red clothing because of the possibility of it being confused with signals, and who decreed form-fitting clothing as a safeguard against dangling sleeves and turned-up cuffs being caught in moving machinery, is at it again.

"His latest ukase is an appeal to wives of the road's employees to refrain from breakfast arguments. Marital discord, he sagely observes, brings about carelessness which causes personal injuries. In the interest of safety he pleads for a cheery word and a smile bestowed upon the breadwinner as he departs to start the day. The order makes no reference to the railroad's attitude towards squabbles at the supper table."

Veterans' Convention Postponed

THE following notice has been received for publication in the August issue, for the information of many members of the Veteran Employees Association who have been inquiring in regard to the Twelfth Annual Convention.

"It has been decided, owing to existing conditions, that the Twelfth Annual Convention of the Milwaukee Veteran Employees Association shall be postponed until next year."

"(Signed) C. W. MITCHELL,
President."

New Dock and Warehouse Facilities at Green Bay, Wisconsin, Superior Division

J. H. Valentine

IN 1928 a new business started in the city of Green Bay and that was the shipping in of automobiles via lake transportation from the large automobile manufacturing centers in lower Michigan and Ohio for distribution over the entire western part of the United States and which business was being handled by boats of the Spokane Steamship Company and Universal Steamship Company.

The Milwaukee Road did not have their own facilities to handle this business at that time and boats coming in unloaded their cargo on the Municipal Dock.

In 1929 this business increased to such an extent that the Milwaukee Road deemed it advisable to construct their own facilities and in May, 1929, an unloading ramp and loading platform were constructed south of the Mason Street bridge.

In 1930 still further and more ample facilities were needed and authority was granted to construct a dock, warehouse, platform and tracks, and the work on these improvements started February 18.

Ground for this facility was formerly a city dump and was removed above river level and all suitable excavated material used for filling below water level to dock and sand hauled in to bring surface to top of dock elevation. Rip rap was placed along the fill from the north end of dock to south end of Crooks Street. Total of 14,095 cubic yards of excavation was removed account of site being city dump and that portion of this material, usable, was used for filling out to the back face of dock below the then existing water level. In addition 43,067 cubic yards of sand was hauled by contractors from a pit four miles out of Green Bay which was used to fill up the entire area to dock level.

The construction of dock frontage consisted of driving 728 piles ranging from forty to eighty feet long. This was a very difficult task as the river at this point seems to have no sound bottom and it was necessary to put in sufficient filling on the outside of the face of the dock to hold it and at the same time provide foundation for the piling.

Three rows of anchor piling were driven 40, 30 and 30 feet back from the face of the dock respectively and which were tied together with anchor rods. Divers were employed to place rails on the surface of the river bottom on the outside of the face of the dock piling

which rails were connected up with one-inch cable at frequent intervals and tied back to the anchor piling. This provided holding power not only on the top of the piling to the anchor rods but below as well, because of the cable which extended from the anchor piling to the face of the dock.

The warehouse is a building 310 feet long, 104 feet wide and 12 feet high, which is entirely fireproof. The frame is all of structural steel and the walls are of sheet iron. It has a ground floor level for car storage and a second uncovered floor, or roof of reinforced concrete, waterproofed by covering with asphalt and asphaltic plank upon which automobiles are unloaded from boats over a counter-balanced bridge which is lowered with minimum of effort to sufficient variation of positions to conform with the height of the various boats and also the rise and fall of the river. There are four large flood lights, one on each corner of the roof, so that automobiles can be unloaded with dispatch at night, should a boat arrive, which does happen very often.

Automobiles travel to the ground floor level by means of a 15 per cent ramp located in the northeast corner, ramp being 12 feet wide and 65 feet long, constructed of structural steel supporting a concrete floor and asphaltic plank wearing surface.

The dock warehouse can accommodate 280 automobiles and the roof of the dock house also can accommodate 280 automobiles, and the surrounding parking space can accommodate approximately 800 automobiles, making a total capacity of approximately 1,400 automobiles which can be handled in case of necessity.

There is a good sized office at the south end of the building for the dock foreman and on the north end there are toilet and lavatory facilities, also locker room in which tools and other supplies may be stored. There are sixty large electric lights in the building, which is of great importance in doing the night work.

At the south end of the building there is a space 28 feet wide and 104 feet long which will be used for the receiving and delivery of L. C. L. freight. Nine hundred and two square yards of concrete pavement form a driveway and a 6 per cent concrete ramp permits entrance and exit to Mason Street at this end of the building.

The loading platform is all of concrete, being 870 feet long and 22 feet wide, entire platform having a canopy over it, which is all made of structural steel and the roof of corrugated galvanized iron. This platform is also well lighted.

There are 870 feet of track on the east side and 320 feet on the west side of the platform which will accommodate 28 cars at one time; 22 on the east side of the platform and 6 on the west side.

The length of entire dock along water front is 620 feet and depth of water along the dock front is 18 feet.

The painting scheme on the building is a steel gray and trimmed with brown, which makes a very striking building as viewed from the Mason Street bridge, or coming into Green Bay on the Milwaukee Road passenger trains.

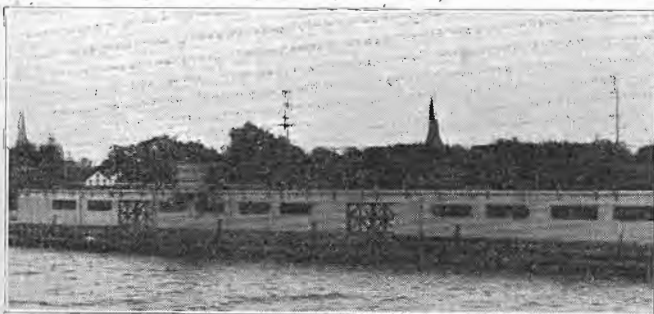
The entire dock facilities completed were turned over for use at 6:00 A. M. Sunday morning, June 1, and the largest automobile carrying vessel on the Great Lakes, Nicholson Universal Steamship Company Steamer "Woodruff" docked at the new facilities at 1:20 P. M. June 1. The first automobiles were run from the boat onto the new facilities at 1:23 P. M., 126 automobiles being unloaded in less



View from the North

than 45 minutes and everything worked like clock-work.

The improvement described above is a source of pride to the Milwaukee Road, and to the people of Green Bay as well.



Dock Front, Warehouse and Lift Bridge



Loading Platform and L. C. L. Facilities

Bo Brownlee

W. H. Shafer, Conductor, La Crosse Division

The story herewith pertains to the boomer brakeman. A few of our periodicals of today have the boomer brakeman styled as an out-cast, a tough guy. This is not true with all of them. They all had a heart and a little kindness went a long way with them.

They were forever on the job and always showed up when conditions were congested and manfully played their part at relieving them. And with them, they were the thrilling days. Days full of thrills and action, days when men risked life and limb to carry on their work, and glory in it. There were also days of sorrow, days when a life was crushed out or a man was maimed for life. And when this happened there was always another one to take his place and carry on his work.

Having been in the game forty-six years, I have seen the coming and going of the boomer brakeman. Men were men when the boomer was in his hey-day. It required a man to slide down a brake staff, to pull the pin while making a flying switch. It required a man to hold a train with hand brakes on a sleety, stormy night, likewise to step in between and make a link and pin coupling.

And yet like the cowboy, the Indian scout and lumberjack, the boomer brakeman has gradually faded out. His vocation has been taken over by the slow moving home guard, and the home guard is here to stay.

"If this session of night runs lasts much longer, I'm gonna pull the pin. Our last nine trips have been midnight locals and it looks as though we are booked for another. I knew some kind of bad luck would hit us after the trip we picked up that carload of red hogs at Camp Douglas. That car contained ninety-two snorting, grunting, restless quadrupeds and all of them a bright red color. I'm at a loss to figure out how so many of that particular kind could be herded together; and between the number on this caboose, a reverse number, and that carload of red hogs, it's a wonder we haven't all been killed. I've worked on roads that won't number their cabooses with reverse numbers. Are you awake, Bill? Did you hear what I said?"

"I heard you all the time, Jerry, and that kind of ranting won't change our luck. I've had it come like that for weeks at a time, then of a sudden get worse so couple up on your jaw tackle and forget about red hogs and reverse numbers. What time is it?"

"Must be about ten-thirty, I heard sixty-three pulling out some time ago and a loud-mouth guy yell at us as they rolled by. Did you hear him too?"

"Yes, if you mean the bloke that said we stood for another midnight drag. Oh, yes, I heard it and it sounded like a joyful holler."

Just then a soft step landed on the caboose platform, then a faint rap at the door. "There's the call boy now, Bill."

"That isn't the call boy, Jerry, he usually knocks the steps off getting on and breaks the door in waking us up. Come in, it ain't locked."

When the door opened, a tall form wearing a broad brimmed hat silhouetted between the darkness of the caboose and the arc light on the Ellis Crossing and in a soft toned voice the intruder said,



W. H. Shafer

"Was the call boy glad when he told you?"

"I rather think he was, he also said to tell you that Art, your rear end man was sent to Sparta to take charge of the night pusher and that perhaps I could go out in his place, there are no extra men here."

"Ever do any railroading?"

"Yes, I've been around some."

"Ever make a flying switch?"

"Yes, and Dutch drops, too."

"Do you know what setting out three behind two means?"

"I sure do."

"Can you take seven cars and switch the middle one ahead?"

"I'll tell 'em all I can."

"Well, you're hired. Are you eating regular?"

"I can't say that I am. I tried to get a handout at the works and couldn't make it. The hasher said that the boomer pie card was on the bum."

"Have you been around these lie-bys long?"

"No, I blew in with 63, the train that just pulled out. Would have kept on going but stopped off to get a feed, I haven't eat since yesterday."

"Wait till I don my working clothes and we will slope to the beanery and fill up."

"But listen, Con, I'd like to ask a question. Is the number on this caboose 343? I couldn't quite distinguish it in the dark."

"It sure is, what of it?"

"Well, that's a reverse number, it's unlucky and down where I hail from the company won't number their engines and cabooses with reverse numbers."

That remark was duck soup for Jerry who busted out laughing and said, "What did I tell you, Cap, what did I tell you?"

"Well, you two birds would sure get under a fellow's hide quoting reverse numbers. I surmise you are both from the south, from the Yazoo country where they preach superstition and Voodooism, but it's out of date up here, so lay off on the number of this caboose and talk about something good to eat. Come on boomer, let's go feed."

On the way over I inquired his name.

"My name is Archibald Arnold Brownlee."

"Whew, that's some name, it's aristocratic I'll say, and much too long for our time slips, can't we cut it down a little?"

"Yes, we can, I've been cavorting under the nom de plume of 'Bo Brownlee' and you can send it in that way."

"Is this the caboose that stands for the midnight local?"

"You can tell the world it is, and for once you have come to the right place," retorted Jerry.

"Well, I was told by the call boy," continued the stranger, "to come and wake you boys up, that you stood for an extra west, at twelve-thirty."

"Well, here we are at the works. Joe," I yelled to the hasher on entering, "meet a stranger who says he is hungry."

"Oh, yes, I remember him, he was here some time ago and I had to turn him down. The transient portfolio is all eat up."

"Well feed him at that and punch it out of my ticket. What will you have, Bo?"

"I'll have ham and eggs."

"Make mine a milk toast, Joe, I'm not hungry."

"Humph, I never saw you when you were. All you live on is graveyard stews and soup. You buy a nickel's worth of soup and eat up a dime's worth of crackers in the bargain. You must be on a diet or curtailing. I rather think it's curtailing and this place would go on the rocks if the rest of the gang fed like you do."

It didn't take the boomer long to get on the outside of the ham and eggs. He was all cleaned up before I got a fair start. As he reached for a toothpick he said in an undertone, "That was good, I could eat another one just like it."

"Joe," I yelled to the hasher again, "get the newcomer another helping. Make it a big one, I told you he was hungry." The second one disappeared as fast as the first, then he heaved a long sigh and remarked, "I'm caught up now and all set for any kind of work."

I found him to be fairly well educated and a good workman. He knew the game from the pilot to the rear draw-bar in the caboose. His deep set, blue gray eyes and regular features were call enough for the trained person to say, "That man's a railroad man."

Our going trip was like the previous ones. We set out and picked up at nearly every station but the return one. Oh boy, what luck, we caught a delayed silk train and passed two crews and that put us on a daylight run which we held for ten trips. It was my turn to laugh now, and how I kidded Jerry.

"It's the boomer, Bill," he would say, "It's the boomer, he has brought us good luck."

I often rode the deck with him and enjoyed hearing him tell in his soft mellow voice with its strong southern accent, the places he had been and where he had worked. He told of braking on the Bangor and Aroostook out of Bangor, Maine. He didn't like it there, he said the people were too pious. All Puritans and no chance to get liquor. He didn't stay long. And of working on the C. N. between Port Arthur and Fort Francis "That was the hardest winter I ever put in," he said. "We derailed our engine at Fort Francis one night and worked six hours with the temperature forty below to get her back on the rails. I froze my right foot and had to have two toes amputated. I ran train on the F. E. C. Line, had negroes for brakemen. They worked in their bare feet and yelled at each other when transmitting signals. I left there in a hurry. I worked on the Mexican Central between Juarez and Chihuahua and made good money, that is in Mexico, but when we crossed the border to El Paso it dwindled down to half, in other words two hundred dollars in Mex money were equivalent to one hundred in the U. S. I broke on a construction train for the Salt Lake Line when they were building from Salt Lake

to Los Angeles; was at Calientes when an epidemic of typhoid came on and everybody left. The crowd was made up of whites, negroes, Chinamen, Japs, Mexicans, and half-breeds. It was a sorry looking outfit when we left Calientes. I escaped the dreaded sickness, however, and stayed with the train until we arrived at Salt Lake. I broke on the Cotton Belt out of Texarkana, that's where they were hard boiled. They used to come out of saloons across the street from the superintendent's office so drunk they could hardly stand up and go out on their run. Would the company discharge them? Not on your life, they didn't dare, there was always a shortage of men, the men knew it and went it all the stronger. I worked for the Milwaukee Road when they were nosing to Puget Sound, had charge of a work-train when drilling the Taft Tunnel. That was the place of all places. That's where they killed. It wasn't safe to leave the bunk cars after dark. There were fourteen dead men found in the spring after the snow cleared away. The first and last place I worked was at Vicksburg, that's my home town. I would have stayed there but six of us got canned for participating in a rough house fight and that's what started me booming again and there's only one more place that I want to see and work at, and that's the Panama. I want to help Uncle Sam build that big canal and when I get a stake I'm going. Yes, I like it here, like the men I'm working with, I like the good fresh air, and above all, I like the good grub. Notice how I've picked up since I've been here? I was sallow and weak when I came but I'm feeling fine now and hope the wanderlust don't grip me again until I am ready for the Isthmus."

"Have you a family or relatives?" I asked.

"I never married, my folks live at Vicksburg and are well to do. Father owns a big general store there, I have two brothers, one a lawyer, the other a doctor. I have two sisters that are teachers. In all, they care nothing for me, I'm the black sheep, the roamer. There is one, though, that does care and that's the little mother, and for all my bad habits and traits, I'm her idol. She is with me all the time, praying for and protecting me. I see her in my dreams, I hear her calling, calling, 'come home, my boy, come home to me,' but I just can't break away from this roaming and booming. Sometimes I think that one of my ancestors was a wanderer, a gypsy, and the strain has been handed down to me."

Bo's first pay check was small after four meal tickets had been taken out. He tried to persuade me to go up town with him; it was payday night. "I want to see the town," says he, "and get a drink or two," but I refused to go telling him the company was strict about drinking, and if he got caught violating Rule No. 8 it would mean dismissal.

"I should worry," he returned, "I haven't anything to lose. Do you ever take a drink, Con?"

"No, I never touch it."

He laughed at this remark and replied, after giving me a quizzical look, "I believe you, Bill, but you never acquired that red mug of yours from drinking clear water."

In spite of all my pleadings he went up town, and about three in the morning came staggering into the caboose and flopped on the cushion without taking off his shoes and in less than two minutes was snoring his head off making a noise that sounded like an engine with a blown out cylinder head which indicated plainly that he had been hitting the booze plenty hard. I asked him the next morning what kind of a time he had had.

"I had a dandy time, I met a bunch of fellows in Pat's saloon and they treated me just fine, they bought every time I did."

"How much money have you left?"

"Oh, I haven't a cent, I spent it all."

"It's lucky for you that you did because if you hadn't they would have taken it away from you. Pat's is the toughest place in town. They usually knock them down coming in and drag them out the back way and drop them into the canal."

"They had a big poker game there, too, Cap. I'd have played but my roll wasn't big enough to get in the game. Next payday, though, I'm going there and play, I can beat that game. Ever play poker, Bill?"

"Nope, playing poker is gambling and I never gamble."

At this remark he gave me another quizzical look that seemed to say, "are you kidding me?"

"I'll take your word, Bill, yet in all my travels and experiences I have found that men who drink hard liquor, play a stiff game of poker and over estimate the value of a one-card draw, make the best railroad men."

His next check was a good one and again we were in town on payday night.

"You remember what I told you last payday, Bill?"

"Yes, I remember and it will be the same old story. I know what you are going to do. Better let me have your money and you will be sure of it in the morning."

"Nothing doing, Con, I'm bound to get in that poker game up at Pat's but first I'm going to rig myself out with a suit of clothes and shoes and play with what's left."

As I predicted, he came back flat broke and just in time to go out on our run, and the peculiar part of it was he was sober as a judge.

"Well, old timer, how did they hit?" I asked him.

Proud of Safety Record



A. Geelhart

very proud of what he has accomplished, and has just cause for being so.

This is a picture of Section Foreman A. Geelhart, located at Round-up, Mont., on the Trans-Missouri Division.

He entered the service in 1881 and claims that during his forty-nine years of service, he has never sustained a reportable injury. It is his intention to continue with a clear record indefinitely. He is

"They didn't hit, Cap, I'm all in, all in but my new clothes and shoes. I thought that bunch was easy but they are the toughest I ever tackled. I didn't even get a look in or a drink, notice I'm perfectly sober."

"Yes, I see you are, but tell me all about it."

"It's this way, there were two fellows in that game that were crooks. They didn't even have the hands I dealt to them. They have it all over me. One is a big, black looking fellow they called him 'Nigger Jones' and the other fellow they styled 'Whitie.' They are the two that got all the coin, yet I can beat their game at that and next trip I'm going to do it."

"What do you intend to do, hold them up?"

"Not exactly, it's like this—that man Nigger Jones has a roll behind his stack of chips that would trip an ox and I am bound to get that roll and these are my plans. I'm going to get a toy cane and fasten a fish hook on the end of it and grab off that roll. I'll do it when he is interested in a jack pot. I've pulled it before."

It was several trips before we were in town again on an evening and this particular evening found Bo all set for the game. With his toy cane and fish hook up his sleeve he leisurely sauntered forth. "Leave the door unlocked, Con," he said, "while I'm gone. I may have to enter in a hurry."

"All right," I returned, and wished him good luck.

He came back sooner than I expected and nearly broke the door down getting in. "Are you awake, Cap," he hurriedly asked.

"Yes," I replied, "and what luck this time?"

"Oh, they hit just fine. I got the money all right but they nearly got me."

"How come, tell me all about it."

"My plans worked out fine. I got the roll of money and was just leaving the poker room when Jones missed it, and how he cursed and yelled, 'somebody's got my money, somebody's got my money.' Spying me near the door he immediately accused me and made a lunge that would have put me out of the running had he landed, but I ducked and floored him with an uppercut on the chin. Three times I knocked that big brute down before he stayed down for the count. Then the fun started, coal scuttles and spittoons started flying and the crowd began closing in on me. I sized them up and saw that my chances were slim with that mob and I didn't want them to get me and find the money. The door suddenly opened to admit someone and that gave me an opportunity to make my getaway. They chased me two blocks but I eluded them and here I am without a scratch. Light the lamp, Con, I want to count the money."

"Never mind about that now," I replied, "lock the door and go to sleep and we will inspect it in the morning."

All the rest of the night I felt worried and did not sleep much fearing they would suspect and find us. Not so with Bo, though, he curled up and slept as though nothing had happened. Some man, to be sure. And that roll when counted contained \$450.00.

"That's just what I've been waiting for, for the past five years," he said, "and when we finish this trip I'm going to set them all out and start for the Isthmus."

And that night when No. 4 pulled out, Brownlee swung on. Before the vestibule was closed, he leaned out and said in his kind, soft voice, "Goodbye, Bill."

Several days later on entering the beanery, the hasher greeted me with an all-face-smile and said, "That boomer brakeman of yours wasn't such a bad guy after all, sends me a check for \$50 and tells me to dole it out in boomer pie cards. Can you beat it? There's some-

thing, though, in his letter that I don't quite understand. He tells me to feed 'em and bears heavy on the word 'feed' by underlining it three times, just as if I didn't."

I received two letters from him, the first one was dated Vicksburg, wherein he told of being at home and enjoying the time of his life with his only sweetheart, the little mother. The second one was dated New Orleans and wound up with "and I've hired out with Uncle Sam and am headed for the Panama. Goodbye, Bill."

Railroading by Water

WHILE the majority of our employees no doubt have become accustomed to hear the Bellingham and Olympic Divisions mentioned as well as such points as Eagle Harbor, Bremerton, and South Bend, Wash., or may have handled way-bills for shipments moving to and from these points, probably only a few are familiar with the magnitude of our water operations on Puget Sound.

The character of service being rendered at this time permits of general dependability so far as maintaining advertised schedules, with the exception of one or two months during the year when the extreme adverse tide conditions necessitate several hours' variation in schedule. To appreciate these conditions one must recognize the extreme high and low tide variations where we some times have a spread of 14 feet.

The map appearing elsewhere on this page is self-explanatory as to the water routes, the distances shown representing land mileage. Conductor's wheel reports, form 105, are prepared by the barge captains covering the water trip in the same manner that conductors prepare these reports covering cars handled in freight trains.

The floating equipment at this time consists of:

One 900 horse power triple expansion oil burning tug 118 feet in length.

*One 21-car barge 330 feet long, 43 foot beam.

One 15-car barge 265 feet long.

Two 12-car barges 255 feet long.

One 6-car barge 158 feet long.

Two 2-car barges 100 feet long.

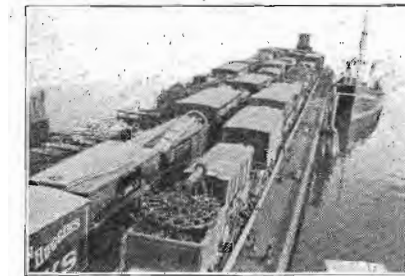
*Of steel construction and largest car barge operated on the Pacific Coast.

The Tug Milwaukee, mentioned above, together with the twelve and fifteen car barges operated between Seattle and Bellingham, and the twenty-one car barge with a chartered tug handles the service between Seattle and Port Townsend, all on tri-weekly service.

Approximately eleven hours is required in making a single trip Seattle to Bellingham, six hours Seattle to Port Townsend, and one hour to Eagle Harbor.

The two two-car barges operate between Raymond and South Bend, as business is offered, affording our railroad opportunity to contact the lumber and oyster business in that locality.

In addition to the service mentioned, our Tug Milwaukee, with one of the twelve car barges equipped with a lidgerwood engine (which is used for removing and placing cars on the barge), makes a trip once or twice per week to Eagle Harbor, Wash. The Pacific Creosoting plant is located at that point, this concern applying preservative treatment



Barge Load with Safety Appliances Ready

to some of our ties and piling as well as commercial lumber and timber.

The Puget Sound Navigation Company's tug, with one of our barges, handles the service to Bremerton (U. S. Navy Yard), and considerable business for the government in the construction of battleships as well as commercial business is being transported on this line.

Water transportation so far as actual car handling is concerned differs in many respects from the ordinary water operation in that special constructed gridirons with floating aprons are utilized instead of the ordinary docks, and the changeable tide conditions more or less control the loading and unloading periods of freight cars and must be regulated daily as tide conditions vary.

Instead of the yardmaster perusing a time table to determine the schedule of in or outbound trains, a port master, Mr. Harry Wilson, is located at the gridiron at Seattle, and carefully checks the tide charts, determining when switch engine service is desirable to fit in with the changeable tide conditions and in addition regulates the inbound barge movements to avoid any congestion at the gridiron or in the slip.

Where one barge is towed singly a line 800 to 1,200 feet long separates it from the tug, depending on weather conditions, the longer line being used in stormy weather and short line in fair or foggy weather. Where two barges are handled in tandem, in addition to the tow line connecting up the first barge a second line 120 feet between the first and second barge is used.

There is, however, an exception to this method of handling and applies on the single barge movement to Eagle Harbor where the tug is operated parallel to the barge for convenience in handling, due to the exposed and shallow landing at Eagle Harbor, and where the loading or unloading is accomplished by the lidgerwood engine on barge, steam being furnished from the tug. During the stormy weather the shallow landing at Eagle Harbor necessitates working the tug at full steam

to hold the barge in position for loading or unloading.

At South Bend and Bremerton the unloading and loading is accomplished with an electrically operated winch.

In the loading of cars on barges it not only requires proper balancing of loads and empties, but in addition special jacks are used as a brace on each corner of the car to avoid rocking in the rough sea and rail clamps are also applied at the end of each car. Continuous inspection is maintained en route by crew to avoid any of these safety devices working loose. Flour and other similar commodities subject to damage by moisture are always loaded on the middle track to avoid any possibility of wave spray driving in under the doors and floor of cars.

The duties of the tug and barge captains differ materially from that of a train crew in that the captain is solely responsible for the entire movement. The tug captain watches the barometer carefully and determines if weather conditions are suitable to make an uninterrupted trip or necessitates turning in temporarily at some convenient and sheltered cove, waiting for favorable break in the weather.

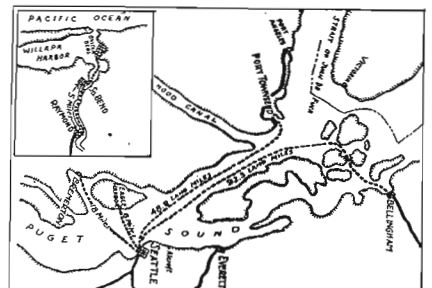
During the trip many tows of logs are encountered and a long whistle signal from the tug handling the latter requires our tug immediately slowing up to avoid a wave wash, which would cause logs to break away from the enclosing boom sticks. If such whistle signals are disregarded under the Maritime laws we are held responsible for any damage.

During the foggy weather the captain determines his position from shore by continuously sounding the whistle, the varied acoustic vibrations indicating to him the proximity from land.

The complement of the crew on Tug Milwaukee consists of one captain, one mate, two quarter masters, one chief engineer, one assistant chief engineer, three firemen, one cook and one mess boy, and the large barges are manned by one captain and two men, excepting the barge equipped with the lidgerwood, includes an additional man to operate the machine.

Living quarters are maintained for the crew both on the tug and large barges and crews obtain their rest in relays while making the trip and are always available for duty without any rest periods at either end of the trip.

There is also located near our gridiron at Seattle an auxiliary barge car landing not equipped with portable apron which is being utilized by the Drummond Lighterage Company, Lillico Tug & Barge Company, Chesley Tug & Barge, and the Foss Tug & Barge Company, in the transportation of cars to and from local mills and other localities along the Sound.



The Milwaukee on the Air

BEFORE the opening of the tourist season The Milwaukee Railroad went radio, from stations KSTP and WCCO on each Wednesday, from 6:30 to 6:45 P. M., between April 16th and June 30th, presenting some entertaining programs. Because stations KSTP and WCCO do not "come in" clearly at all points on the system where there are always interested listeners where our railroad is concerned, The Magazine takes pleasure in reproducing in print some of the programs about The Olympian train, route and service. There are interesting points brought out which we can reproduce, each one of us in our own talking programs to influence people to "Go Milwaukee" when they are about to set out on a trip, vacation or business journey.

This advertising stunt was put on at the Twin Cities and it is understood, of course, the service is exploited as to and from those points; but equally of course, it is understood that the same service originates from and extends to Chicago.

THE OLYMPIANS

Radio Broadcast

Presented by

Chicago, Milwaukee, St. Paul & Pacific R. R.

KSTP—St. Paul

WCCO—Minneapolis

Wednesday, May 21, 1930

Time: 6:30-6:45 P. M.

Cue: Program opens with customary orchestral introduction suggesting approaching train.

(1) Orchestra: Theme—"Headin' Home."

Cue: Orchestra fades to background for announcement.

The Chicago, Milwaukee, St. Paul & Pacific Railroad again presents the Olympians. The New Olympian, first choice of vacation travelers to the Northwest Wonderland, was first to provide transcontinental roller-bearing riding ease, one of the most important contributions ever made to transportation comfort. It is also a leader in every modern travel luxury, with library-observation car, men's club, ladies' lounge, barber, bath, valet and maid service, coil spring mattresses, soda fountain, radio, and daily market reports and news bulletins. Such exclusive features as dining car cuisine by a world famous restaurateur, Rector of Broadway, and electric operation for 656 sootless, cinderless miles over four of America's most spectacular mountain ranges—the world's longest, continuous electrified ride—make the New Olympian the leading train between the Twin Cities and the Northwest. Effective June 1st, the Olympian, ever improving its service, will speed up its time—leaving St. Paul 8:30 a. m., Minneapolis 9:15 a. m., it will run fifty minutes faster to Seattle.

Cue: Orchestra forte and complete chorus of theme—music out.

Vacation days—many long remembered holidays in America's great playground—the Northwest Wonderland—solid travel comfort aboard the Milwaukee Road's New Olympian—"Happy Days Are Here Again."

(2) Orchestra: "Happy Days Are Here Again."

Another glimpse of happy travelers on The Milwaukee Road comes to us again. Our scene opens on the station platform at historic Three Forks, Montana. Lord Cricketfield, director of the London, Wales and Cornwall Railway, and Lady Cricketfield have just come from Yellowstone Park through new Gallatin Gateway. While his sleeping car is being coupled to the New Olympian, the Assistant Superintendent of Motive Power of The Milwaukee Road is explaining the giant electric locomotive.

(3) Orchestra: (A) "The Moon Is Low."

Cue: Orchestra—gradual fadeout for sketch.

THE SKETCH

Assistant Superintendent Motive Power: On the New Olympian, with its roller-bearing equipment, stopping and starting are imperceptible.

Lord Cricketfield: My dear sir, I can hardly believe that. Surely you—

A. S. M. P.: I'll make a wager with your lordship. I'll bet you five dollars that you'll never know it when this train starts.

Lord Cricketfield: Well, I'll take your bet—a pound sterling, five dollars. And it is most remarkable, if true.

A. S. M. P.: What do you think of our electrified locomotives?

Lady Cricketfield: They look so enormous and complicated.

Lord Cricketfield: I've ridden electrified trains in France, Italy and Switzerland, but nothing approaching this. We operate electrified suburban trains around London, and in the Tubes—what you call the Subway.

A. S. M. P.: The Milwaukee Road has the longest continuous electrified mileage in the world—656 miles. More than nine times that of all other transcontinental railroads combined. If you'll step aboard, I'll show you through the train.

Lord Cricketfield: I had no conception of the remarkable advances you Americans have made in transportation, you know. On trains like this travel becomes a bally lark.

Lady Cricketfield: I say, what a handsome restaurant car! And such lovely lamps. Good taste, that mahogany, gold and ivory finish. And the chairs aren't fastened down like so many of ours.

A. S. M. P.: Extra large windows, controlled ventilation, and, of course, there's no smoke, soot or cinders.

Lady Cricketfield: The linen has the railway's coat-of-arms and an electric locomotive woven into it.

A. S. M. P.: Yes, our trademark. Tablecloths and napkins were made in Ireland.

Lord Cricketfield: Your kitchens are much more efficient than ours. On the Royal Scot we operate separate kitchen cars—extra load, extra expense to passenger.

A. S. M. P.: We're particularly proud of our director of cuisine, George Rector, the famous New York restaurateur. He's made Milwaukee Road dining cars the toast of the travel world.

Lady Cricketfield: Yes, yes. I've dined at his place on Broadway years ago. Wonder if he can make decent toast. So few Americans can. Fancy their liking it hot.

A. S. M. P.: I'm sure our chefs can make toast to suit you, Madam. Now these are the sleeping cars—the latest type. Each berth has extended headboards, amber-shaded reading lights, individual heat control, window sash ventilation, and aisle floor lights for night.

Lord Cricketfield: Very complete, indeed. Most British sleeping cars have only separate compartments. But the expense keeps ordinary travelers from using them.

A. S. M. P.: Here we have two kinds of separate rooms—with all conveniences—the drawing room, like the one you occupy, and the compartment. Meals are served in your room, if you wish.

Lady Cricketfield: They are quite all right.

A. S. M. P.: This is the ladies' lounge. There's a shower bath adjoining. The maid is available for hairdressing, manicuring, care of children, or any other service that women require.

Lady Cricketfield: At last, I can have some things done. We English use many servants, but we lack this personal attendance on our trains de luxe.

A. S. M. P.: This is a complete barber shop. Shave, haircut, shampoo, valet service, anything you wish, at surprisingly low rates. And there's a shower bath adjoining.

Lord Cricketfield: That does make me feel at home. I sometimes miss my man, you know.

A. S. M. P.: And this is the men's club.

Lord Cricketfield: What comfortable morocco leather chairs! Reminds me of the Piccadilly Club.

A. S. M. P.: This is the buffet and soda fountain, and also what you'd call the tobacconist's booth. American travelers are very fond of "soft drinks."

Lord Cricketfield: Ha-ha-ha, so I've heard. You have such droll customs.

Lady Cricketfield: What car is this?

A. S. M. P.: The observation parlor, Lady Cricketfield.

Lady Cricketfield: What exquisite harmony of color and design! And you furnish books and magazines. We do not have this type of car in England.

A. S. M. P.: We also furnish news bulletins and market reports. There's the writing desk, and a mail box.

Lord Cricketfield: But there's a car behind the observation platform.

A. S. M. P.: Through the mountains, in the electrified zones, we carry these open observation cars so all passengers may enjoy the views in comfort. The Milwaukee Road traverses the finest scenery visible from a train in the United States. Please note the searchlight on the observation platform for sightseeing at night.

Lord Cricketfield: Well, well. Of course, I am not unfamiliar with American railroads. But I came up from the Southwest, and this is my first experience on The Milwaukee Road. It has given me quite new ideas of travel comfort.

A. S. M. P.: Now, Lord Cricketfield, you owe me five dollars—a pound. Even after I showed you the silent roller-bearings and the friction buffers, you bet you'd know when the train started. We've been under way three minutes and you haven't mentioned it.

Lord Cricketfield: Quite impossible. Why, I do believe—Yes, we're moving. It's as smooth as a fox's ear. Most remarkable, sir. Why do not all American transcontinental lines use roller-bearings?

A. S. M. P.: The Milwaukee Road prides itself on being first with outstanding transportation improvements. We think the Olympian is the finest train that runs.

Lord Cricketfield: Well, let me thank you for your courtesy. Here's your pound note, sir, and I congratulate you on a truly superior train, the finest I have ever seen.

Cue: At end of sketch—orchestra forte playing same selection forte—gradual fadeout for announcement.

You have just heard a travel incident on *The Olympian*, in which an English railway director and his wife discover some new refinements in transportation. You, who have never ridden this pace-setting train that runs daily between Chicago-Twin Cities and Spokane, Tacoma and Seattle will be just as surprised and delighted by its luxurious appointments and courteous service.

Ever in the forefront of progress, The Milwaukee Road will, on June 1st, shorten the time of this fast train one hour from Chicago and fifty minutes from St. Paul to Seattle. The Olympians add a touch of continental variety to the program with the "Heidelberg March."

(4) Orchestra: "Heidelberg March."

"Free and Easy," one of the newest of dance melodies, expresses the mood of the happy traveler on The Milwaukee Road.

(5) Orchestra: "Free and Easy."

(Segue.)

(6) Orchestra: Theme—"Headin' Home."

Cue: Fading to background for announcement.

You have just heard the sixth of a series of programs, presenting the Olympians, sponsored by The Milwaukee Road, operators of the New Olympian, "Queen of Transcontinental Trains," and the fine Columbian between Twin Cities and Spokane, Seattle, Tacoma. Low summer excursion fares to Yellowstone Park and all the Northwest Wonderland are in effect daily commencing May 15th and June 1st. Both of these trains continue on to Chicago, as members of the finest, most popular fleet from Twin Cities, which includes the new roller-bearing Pioneer Limited, the Midwest's outstanding train. Low summer fares to many eastern points are now in effect daily.

The Milwaukee Road's Travel Bureau at 5th and Robert Streets, St. Paul, Phone Cedar 4491, or at the Radisson Hotel, 45 South 7th Street, Minneapolis, Phone Main 3441, will help you with all details in planning your business or pleasure trip, either West or East. Write, phone or call personally. The Olympians will join you again next week at this hour, over this station, and until then they bid you good night with The Milwaukee Road Smile.

Cue: Customary orchestral effect suggesting departing train closes program.

(Continued on page 46)

Consider the Steel Gang

Arthur H. Peterson, Steel Gang Foreman



Roadmaster Moberly and the Steel Gang

WITH the thousands of miles of track—age all over the civilized world, and the multitude of trains carrying passengers and freight to the remotest abode of civilization, it would perhaps be not out of place to say a few words about the organizations which lay the rail.

On our own Milwaukee Road there is a steel gang in the field, which for speed and all-around efficiency need bow down to no other similar organization operating on any railroad whatsoever. Every year Roadmaster Moberly and the men under his supervision have set a new record. Every season has seen more and more lineal feet of rail laid per man hour.

In 1928 this gang laid 450 39-foot, 100-lb. rails to establish a new record. In 1929 this record fell when the maximum per day reached 501. It was believed that the pinnacle had been reached and that this would stand for years to come. Such was not to be the case. Not content to rest on the laurels already won, No. 1 steel gang, operating on the Iowa Division during the current season, laid 26,169 lineal feet of rail in a single 9-hour day. This constitutes over two and one-half miles of completed track and stands as the high water mark for all time.

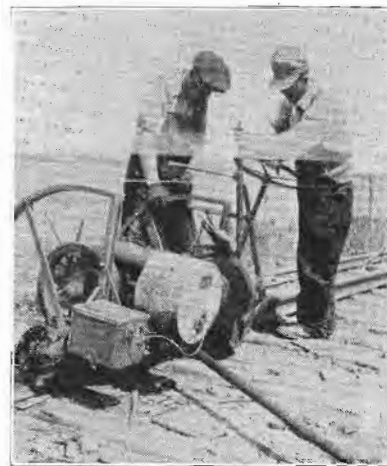
Nor are the records made by this organization of interest alone to The Milwaukee Road. Representatives of numerous and diversified foreign lines have

come long distances to see at first hand the methods used and the organization required to establish such records.

Visitors are invariably impressed with the absence of waste effort. From laborer to foreman every man has his job. As Mr. Ford has his men specializing on every detail of his cars, so Roadmaster Moberly has his specialists. If a man is unable to do some phase of the work he is moved along to some other duty. In the end he falls into the niche where he belongs. Walk over the gang from one end to another. Watch the scrap men, the spikers, bolters, rail men, adzers, claw bar men, or angle bar hangers, and you will find no drones. It is by the elimination of unnecessary effort, by finding the right job for every man and by intelligent direction that the whole machinery of rail laying has been expedited.

Moreover, most of the drudgery of the old-time steel gang is gone. Machinery now plays an important part. All rail is laid in by mechanical power, bolts are no longer hand tightened, adzing machines have the place formerly occupied by the hand adzers and do better and faster work. Even the drilling of bolt holes is now done by machines.

To date in the season 1930, Roadmaster Moberly has laid a total of 1,541,916 lineal feet of rail, operating on three divisions—the Kansas City, the Iowa, and the S. C. & D. Go a little deeper into the figures and it is found that on the Kansas City Division, where this gang opened the season 1930 on March 3, twenty-one days were spent in laying a total of 285,629 lineal feet of rail with a crew averaging 156 men. On the Iowa Division, thirty-eight days were spent laying 746,865 lineal feet of rail with a crew of 170 men per day. These two jobs were all new 100-lb., 39-foot rail. On the S. C. & D. Division second hand 85-lb. and 90-lb. rail was laid varying as to length, but never longer than 30 feet and 10 inches. This job totaled 509,422 lineal feet and consumed thirty-one working days, using an average gang of 142 men. In connection with these figures it might be well to point out that a considerable portion of this rail was laid under great difficulty. The Kansas City Division is one of the busiest single track lines owned and operated by the C. M. St. P. & P., or any other railroad. Trains



Bolting Machine

in both directions at short intervals made frequent closeups necessary, and served to delay the work. In consideration of these handicaps and the constant turnover of man power, the achievements of Mr. Moberly's organization are even more remarkable.

Nor is the factor of safety absent. With steel being laid with great rapidity it might be thought that accidents would be frequent. However, such an impression is erroneous. Let the figures speak for themselves. To date this season there have been no lost time and only two slight injuries. Steel laying at best is difficult work. The novice is told of the hazards and taught to do his work safely. With the hundreds of men employed in a season's work and the amount of lineal feet turned out per man hour one might be led to expect carelessness. The contrary is found to be true. Co-operation, watchfulness and competent supervision have practically eliminated accidents.

Moreover, there is a certain fascination in the work of steel laying. Year after year finds the same faces appearing for duty. The work is hard and the hours are long. Nevertheless, it is red-blooded, he-man's work. No lily fingers are found here and calloused hands are more common than tooth brushes. The slap of the rail as it drops into place is music to the ears of such men, the ring of the spike maul a sound never to forget. And so the work of the steel gang goes on—laying the shiny ribbon of rail through valley and hill, threading upon its shimmering surface the destiny and welfare of hamlet and city.

Fire Prevention Bureau

L. J. Benson

THE Wisconsin State Industrial Commission recently reported direct property damage of \$9,000,000 from fires in that state during 1929, as compared with \$473,000,000 for the entire country.

It remarked that this was direct property damage and that far in excess of this actual monetary loss was the incidental loss, not computable and almost beyond comprehension, due to loss of business good will, time by employees, homes, valuable records, etc.

In the nation, 10,000 lives were lost and 17,000 sustained injuries in fires last year.

Do these figures mean anything to you? Do you discount the facts because you have never suffered a fire loss? Are you enjoying a false sense of security in your good luck or in your insurance policy? Have you realized that you and not the insurance companies pay for the loss and that the fact that you have not been maimed or otherwise suffered from a fire is no assurance that you will not be its victim?

Your employer is spending thousands of dollars in encouraging fire prevention practices and for fire fighting apparatus. This is to a great extent for your protection, and every loyal employee will support the program.

It is only a fiend who deliberately starts fires to destroy property or persons, and when once apprehended he is punished. But what about the man whose working day is being paid for? Instructed and implored to be cautious, without consideration for himself or others, he needlessly commits some act that causes fire or he fails to act in a way that might avert it. He doesn't know what the consequence of his unconcern might be. It could amount to only the destruction of a shop or it might develop into a holocaust.

Should that man be punished? Is it safe and fair to conscientious employees to have this other type around? Does he do his job well and is he deserving of employment?

Fire hazards and unsafe practices are apparent to everyone, and the time has arrived when responsibility for losses will have to be placed and corrective measures taken.

There are no acceptable excuses for burning up more than a hundred thousand dollars in property on this railroad every year.

Prevent fires—they are costly.

FIRE!

P. Russell, Blue Island

Fire! Fire! Give the cry!
Flames are mounting toward the sky,
Lapping up in fitful fret
What it took us years to get.
Fire! Hear the crackling sound,
Anxiously we gather 'round,
Hopelessly, we lean on fate
After we have been too late.

Fire! Fire! Let us pause,
Give a moment to the cause.
If we daily do our part
Fire will not get a start.
Fire! We have time for thought
Now, before the ill is wrought,
Thinking, working careful ways
Worth a dozen towns ablaze.

The Agricultural and Colonization Department

Going Back to the Farms

Miners and Factory Workers Seek the
Certainty and Independence of
Farm Life

BELIEVING there are many workers in industries who came to this country from the farms of Europe, and though now in the prime of manhood, are or may be supplanted by younger men, some months ago our Colonization Department began advertising in foreign language publications having circulations in industrial centers, truthfully telling therein the resources and opportunities offered in different localities served by the Milwaukee Road in the Northwest.

Large numbers of inquiries have been received and have been followed up, both by letters and by personal interviews with three of our Colonization agents detailed to this work.

Already a number of families have been located in Milwaukee territory, have rented or purchased farms, and have moved or will move upon them in the near future. They are a very desirable type of new settlers.

Unless they have available capital of upwards of \$2,000.00, we do not think it proper to advise them to seek to buy a farm home and undertake agriculture as a business. The fact that they have made substantial savings is an indication of their thrift habits. With their background of farm experience and their keen desire to become land owners and escape the uncertainties of old age in industry, and give to their children wider opportunities in a better environment, there is every assurance that these new settlers will be industrious and saving, will make their farms earn livings for their families and gradually pay for themselves on the easy terms of payment which they will be called upon to make.

This Colonization Experiment promises success and bids fair to increase many fold during coming near-by years. Our representatives believe they are rendering real service to this type of new settlers and are, at the same time, doing a constructive work for localities in which they settle and which are served by our railroad.

Our Agricultural Development Agents, in co-operation with County agents, will give to these new settlers instruction and direction as to the best methods of farming to be used. Our Livestock Development Agent will assist them in the purchase of needed livestock and will also give them direction as to its feeding, care, etc.

Our local agents can, of course, be relied upon to render every helpful service to these new settlers and, in co-operation with other civic organizations, assure them a cordial welcome to their new homes.



Working With the Adzing Machine

Natural Gas at Baker, Montana

This Cheap Fuel Makes Industrial
Opportunities

THIS proven gas field at Baker, Montana, is the only large developed natural gas supply in Milwaukee territory. Qualified estimators have stated the field will produce approximately one hundred million cubic feet per day for a period of forty years.

At this time, this gas is being utilized for heat and domestic purposes at Baker, Miles City, Glendive, Rapid City and other Black Hills towns, while pipe lines are now being constructed to Sidney, Montana, Williston, Dickinson and Bismarck, North Dakota.

It is also used for the manufacture of power for Glendive, Baker and Ismay, Montana, and will so be used at Williston.

It has been used for the manufacture of a high quality carbon black at Baker, Montana.

This cheap fuel should result in the establishment of industries at Baker such as glass, glove, brick, tile, pottery, chemical and of course a continuation of the carbon black factory.

Gas can be purchased in the Baker field in large quantities at five cents per thousand cubic feet. The constancy of this price cannot be guaranteed but there is no reason to believe it will increase materially, and without a doubt, any new industry locating in Baker would be able to contract for gas at present prices for a long period of years, because of the present competition between producers.

Tributary to Baker are large areas of productive farm lands, and the natural gas development in that territory adds additional and unusual opportunities for new settlers.

Baker is a thriving, prosperous little city with progressive, constructive citizens who desire to render every possible aid and encouragement to new industries, as well as to new settlers.

The Great Comeback of Agriculture

IN an address under the above title, Charles F. Collisson, Agricultural Editor for the Minneapolis Tribune, and one of the country's most brilliant students of agricultural conditions in the Northwest, makes the following statements, after completing a most remarkable survey of the progress of agriculture in the Dakotas, Montana and Minnesota:

"During the past seven years the farm income of the four northwestern states, Minnesota, the Dakotas and Montana, has increased 70 per cent. It climbed from \$926,950,000 in 1921 to \$1,579,256,000 in 1928. This increase amounts to \$652,306,000, an average of \$1,656 more money per farm.

"It is significant that 54 per cent of all this increase, or \$351,076,000, came from livestock, poultry and dairy products. Their value increased 81 per cent in seven years.

"In the same time the increase in the value of our field crops was 60 per cent, or \$294,372,000.

"These increases were not due to price alone. They came from an expansion of livestock raising.

"These four states increased their swine 31 per cent, sheep 59 per cent, shipments of eggs 40 per cent and of poultry 141 per cent; the value of cattle, hogs and sheep, 75 per cent.

"They gained 196,000 dairy cows, while the other 44 states gained 216,000. They increased their creamery butter output 203,969,000 pounds, or 133 per cent, while the other states increased theirs 60 per cent.

"Minnesota alone made 24 per cent and the four northwestern states made 32 per cent of the country's increase in butter. They now make 24 per cent of all the butter in the United States. Their dairy products have increased in value 54 per cent, from \$194,223,000 in 1921 to \$298,572,000 in 1928, a gain of \$104,349,000.

"The price levels of our feed crops and grains are higher than before the war. But they are still lower in their exchange value, as compared with the retail prices of commodities that farmers buy.

"As cash crops, therefore, our wheat, corn, rye, and hay are all out of line with general merchandise prices. Their exchange or purchasing power is less.

"So we may lay down our second proposition—that the single crop farmer—the fellow who puts all of his land and labor into one enterprise—is at a real disadvantage when he exchanges his product for merchandise.

"So he will always be, because of the mounting taxes and other costs, and the declining yields of single-crop farming. His crops are the easiest to overproduce, so periodically he and his fellows do overproduce them and are out of luck. Yet that kind of a farmer is becoming fewer each year in the Northwest.

"The wise farmer has found out that it is time to milk cows, to raise sheep and poultry, to fatten swine and beef steers on cheap corn, cheap grains and cheap feeds.

"The 'cow-sow-steer and hen' type of farming—with sheep as a good sideline, proves to be the real market 'on the hoof' for low-priced grains and feed crops.

"All the products of livestock farming—excepting horses and hogs—are now on a price level higher than the retail commodity price index or just about equal to it. Some of them have been above it for years—some of them only recently—sheep, wool, beef, poultry and butter.

"Get this clear. Let me prove to you that when Farmer John comes to town with a lamb, or a bag of wool, a crate of chickens, a beef steer or a can of cream, he can go into the store and buy more merchandise than before the war.

"Furthermore, these products are all worth as much or more today, pound for pound, in their exchange or trading value, than the goods on the merchant's shelves, even at 1930 prices.

"Whatever the 'gloom spreader' may tell you, they have all risen in price as high or higher than the general merchandise price level.

"Farmer John's sheep will buy hats and clothing; his steer will 'trade in' for automobiles and radios; his butterfat

will purchase milking machines, lumber, cement and hardware. Ma's case of eggs will exchange for mattresses and millinery—gasoline and washing machines—on a fair and equal basis between farmer and merchant.

"This is the most significant thing in our northwestern situation today. Our livestock farmer's buying power has been actually greater than that of the manufacturer, the jobber or the retailer. His goods have been worth more, pound for pound, than their goods."

Our Agricultural Development Department will be glad to supply copies of Mr. Collisson's wonderful and illuminating address.

Potato and Sheep Meeting

This meeting was attended by seventy farmers on July 9th, at Gleason, Wisconsin. Wade R. Hauser, Agricultural Development Agent, was the speaker on the subjects of both "Certified Seed Potatoes" and "Opportunities for Sheep Producers" in that territory. Many farmers attending indicated their interest in obtaining a foundation flock. L. W. Pike, chairman of the meeting, was selected to arrange for securing Western Breeding Ewes through the co-operation of The Milwaukee Road. It was also decided to hold a Farmers' Institute this winter, with the Agricultural Development Department of our road assisting with speakers and programs.

Farmers Study Best Methods

The young farmers in Brown County, South Dakota, are studying their farm management problems together at monthly luncheon gatherings held at the Ward Hotel in Aberdeen and by tours to farms and experiment stations. The Brown County Farm Management Club is the outgrowth of the crops conference held at Aberdeen in November, 1929. The farmers present felt that the conference was so valuable and the noon lunch together so pleasant that a farmers' luncheon club would be a real help to Brown County agriculture. Six months' activities by this club have certainly proved the value of this idea. The farmers have taken up the Crop Improvement Program in the county and been instrumental in a greatly increased acreage of certified small grain being planted in Brown County. A plentiful supply of pure certified seed grain is thus assured locally, which means that much more good seed will be used than if the grain had to be shipped into the county. The president of the club, Frank McHugh, and the secretary, Fred Ernst, are continually planning new and valuable activities for the club which will make farming in Brown County more profitable. The Agricultural Development Agent for The Milwaukee Road, Evan W. Hall, had the pleasure and profit of accompanying the committee of the club that planned the Farm Tour held July 2nd, to visit Brown County farmers and learn from their experiences, and also took part in the tour and, later on, the trip of the club to the State Experiment Station at Eureka, South Dakota, where the experiments carried on at this station were studied and conference with the state experiment staff held to get more information for Brown County farmers. The great value of county agent work is demonstrated in

this Farm Management club as the officers and members make much demand of W. E. Dittmer, county agent for Brown County, to assist them in getting information that the members want and carrying out their program of work.

Cattle Feeding Has Increased

In the Presho, South Dakota, territory. The farmers are much interested in learning about feeding methods and rations; age of steers to feed, possibilities in feeding old cows and methods of marketing. The Farmers & Merchants Bank, Presho, is a real livestock bank, and is planning a Livestock Feeders' Conference for about October 1st, to which all the farmers now feeding and others interested in feeding will be invited, to exchange experiences, get information from the South Dakota Experiment Station and other experiment stations, and decide what type of cattle and what methods of feeding should be followed in the Presho country. The Agricultural Development Department is co-operating with the bank in holding this conference and getting all the information needed in available form for the feeders who attend. The farmers will decide themselves whether feeding is a profitable job in the Presho country and what rations and methods fit their conditions.

Notes of the Agricultural Development

In the Priest Rapids Valley, J. E. Baker, of White Bluffs, desired to learn just what his orchard was doing for him—or to him—and kept an accurate account for 1929, which shows interesting results.

From 700 Winesap trees he packed 8,107 boxes of apples that sold for \$11,031.10; 239 Jonathan trees produced 2,651 boxes that brought him \$4,515.44; 58 Delicious trees packed out 714 boxes that sold for \$1,249.55; and 52 Spitz trees produced 348 boxes that sold for \$479.75.

The total number of packed boxes was 11,820, and the gross returns, \$17,275.84. The expense account for the season's operations, which include pruning, thinning, spraying and spray material, picking, hauling, packing boxes, ladders, picking bags, water and taxes, totaled \$9,846.35, which leaves a net profit of \$7,429.49 for the 1,040 trees on the 17 acres, or \$437.00 per acre.

Each of the varieties was sold for cash at about the time they were ready for market.

Neppel's Cherries Challenge World

The Seattle Star recently reproduced a photograph of a single bunch of cherries having 225 Lambert cherries all on one branch. This twig was one foot in length, and the total weight of the cherries was 3½ pounds. The estimated weight of the cherries per tree from which this branch was taken, was 450 pounds. The price per pound, this year, was 10 cents at the time of cherry harvest, making a total of \$45.00 per tree.

The low lift lands surrounding Moses Lake, in Washington, offer wonderful opportunities to fruit growers and diversified farmers. C. C. McCormick, of our Agricultural Department, is seeking to aid the residents of this district to

determine best and most profitable methods of land utilization and management and marketing.

Priest Rapids Potatoes Profitable

This year Nagel Bros. selected 30 acres for growing early potatoes. The crop was planted in early March and first cars shipped the latter part of June, with entire crop harvested the first week in July. From the 30-acre field, a total of 14 cars was produced and shipped, mostly to the Seattle market, each car containing 15 tons—a total of 210 tons, or seven tons per acre. The average price received was about \$50.00 per ton, a total of \$10,500 gross, from early potatoes alone.

The variety grown was Irish Cobbler, probably as well adapted to the locality as any variety.

Nagel Bros. are securing their seed stock by planting certified seed about the middle of July, which gives them a yield of some eight to ten tons, harvested late in the fall. Some farmers in this locality follow their early potato crop with lettuce for the fall markets, but Nagel Bros. believe it is better practice to conserve soil fertility and follow their early potato crop with a crop of oats, turned under for green manure.

First Wheat from Scenic, South Dakota

The first carload was shipped during the past week. It was part of a three-hundred-acre field on the farm of Jim Harrison, on White River, being harvested by combine. About half of the field has been completed, with an average yield of thirty-two bushels per acre.

South Dakota Experiment Station Meetings

Our Agricultural Development Department was represented at the Annual Field Days at the Experiment Stations in South Dakota by Agricultural Development Agent Evan W. Hall, of Aberdeen. Each year a day is set for studying the work at the Vivian, Cottonwood, Highmore and Eureka Experiment Stations, where work of much value to agriculture in South Dakota is being done. Mr. Hall was on the program at all the stations except Highmore, to discuss the value of experiment stations, and why The Milwaukee Railroad believed in them, and was glad to have a large part in supporting them through taxation. Mr. Hall stated that individual farmers cannot afford to experiment, as it is too expensive, but all of the taxpayers of the State, including the railroads, make a good investment when they pay for the cost of these experiment stations to help make farming more profitable.

Farm to Market Roads Develop Territory

The farmers' tributary to Farmingdale, South Dakota, on the Black Hills Line, have organized to build a co-operative elevator at this point. It will be a small but completely modern elevator and will assist greatly in making better market for small grain and the handling

of supplies. A new bridge is being put across Rapid Creek, south of the town, and a new road, graded south from the bridge to the Spring Creek country, which is a very good farming country about twelve miles south of Farmingdale.

The Milwaukee Road co-operated with Pennington County in putting in the bridge, by furnishing second-hand bridge timbers. Improvements have been made to the Farmingdale stockyards so that livestock marketing will be facilitated and the farmers will get a good market for stock as well as grain at this point.

Oscar Harmstad, county agricultural agent, and R. H. Betts, local agent for The Milwaukee Road, have given much assistance to the farmers around Farmingdale in putting across these improvements.

4-H Club Meeting

The 4-H Club meeting on July 11th, at Pipestone, Minnesota, was attended by over seven hundred club members, their fathers, mothers and friends. Wade R. Hauser, agricultural development agent, made the principal address on the subject. "The Value of 4-H Club Work to an Agricultural Community."

Pure-Bred Hampshire Ewes to Iowa

On July 14th, a carload of Hampshire Breeding Ewes was shipped via The Milwaukee Road, for Iowa farmers. This shipment is to form a foundation for several flocks of pure-breds in Iowa territories served by our railroad, and was brought about by our Agricultural Development Department.

Home Makers Wanted

Home makers, not speculators, are wanted in the region westerly from Wessington Springs, where there are thousands of acres of both improved and unimproved land of proven productivity available for purchase at attractive prices and generally on easy terms of payment. This is a prosperous country, farm improvements are good and pastures are stocked with splendid high-grade cattle. Wessington Springs is one of the outstanding towns of South Dakota, with a beautiful setting in the trees and hills. Our agent, Roy Jones, at Wessington



Section Foreman Albert Roby, Bixby, Minn., and His Dog "Curley"

Springs will be glad to give full information to anyone interested in the opportunities offered in this territory, as will also our Agricultural and Colonization Development Department. Here is a chance for our employees, one and all, to spread information concerning the desirable and available sections on the line of our railroad, and, by helping to build up our resources in these directions, build up the business of the railroad and their own interests as well.

Wisconsin Dairy Cattle for Montana Farmers

The Agricultural Development Department of The Milwaukee Road, through its Livestock Development Agent, J. K. Ford, during the past month completed the purchase of two carloads of Wisconsin dairy cattle for Fallon County, Montana. This work was carried on in co-operation with County Agent J. O. Hembre, Baker, Montana. The purchase was financed through the Agricultural Credit Corporation of Minneapolis. J. O. Hembre accompanied Mr. Ford to Wisconsin and assisted in the purchase of the cows. High-grade Holsteins and Milking Shorthorns made up the shipment of seventy-two head. The cattle arrived at Baker in excellent condition and all the farmers having orders were well pleased. Mr. Ford states, "We should have brought another car with us as there was a great number of people down to look them over, who asked if we did not have some extras. That evening we had orders for twenty-six head on another car." The bank at Ismay, Montana, has received additional orders, making a total of thirty-five head of cattle and seven hundred sheep to be used for establishing or adding to dairy herds and farm flocks in the Ismay territory. This work will be continued in co-operation with Paul Lewis and J. O. Hembre, county agents for Custer and Fallon counties. The banks and farmers very much appreciate the co-operation given them by our Agricultural Development Department.

Milwaukee Road Boosters vs. Libertyville Braves

THE Milwaukee Road Boosters, that is, five of them, played the Libertyville Braves, Sunday, July 13th, losing by a score of 14-5, chiefly on account of the errors of the pickups who filled in to make up the nine.

The feature of the game was the playing of Joe Klink, Booster center fielder, who had four hits with four times at bat, two doubles and two singles. Also five chances in the field without an error.

We want to compliment the Libertyville Braves and fans on their fine sportsmanship and treatment of us at Libertyville.

We also want games for Sundays. Address Ivo L. Lanning, Manager, 1026 Booth Street, Milwaukee, Wis.

The Actor: "Yes, sir, someone aimed a base, cowardly egg at me."

The Other: "And what kind of an egg is that?"

The Actor: "A base, cowardly egg, sir? A base, cowardly egg is one that hits you—and then runs."

Living Purposefully

Ralph Minton, Roadmaster

TO all employees, these are my suggestions on living purposefully. You may accept them for what they are worth.

SPIRITUAL

1. Do unto others as you wish to be done by.
2. Never miss an opportunity to be of service.
3. Never do anything to lower your self respect.
4. Accept Christ and Abraham Lincoln as your model characters.
5. Honor your dad and mother always.
6. Control your selfishness.
7. Control your vanity, do not let your vanity control you.

SOCIAL

8. Constantly develop your personality.
9. a. Become a good conversationalist.
b. Be sympathetic to the interest of others—be a lifter.
c. Develop courtesy, politeness and respect to the "T" of perfection.
d. Make "Please," "Sir" and "Thank you" a part of you.
e. Be agreeable, but have your own ideas—make up your own mind.
f. Give praise where praise is due.
10. Enunciate distinctly and speak forcefully.
11. Use only the best of grammar—constantly be on the alert for errors.
12. Adopt a community society interest—be a good citizen.
13. Be *natural* at all times.
14. Be qualified to criticize before you criticize—offer no criticism which is not in some way constructive—do not lend yourself to idle gossip.
15. Be broadminded, not narrow and prejudiced—do your own thinking.
16. Try to see the other fellow's slant on things.
17. Never shirk a responsibility.
18. Remember names and faces—make it a point to do so.
19. The highest honor that can be paid a man is to be called a gentleman.

EDUCATIONAL AND DEVELOPMENTAL

20. Be thorough in whatever you do—do a good job.
21. Be a good listener.
22. Never overlook the opportunity to learn something.
23. Train and develop your memory.
24. Become a keen observer—make your senses work for you.
25. Do not be afraid to think—mental laziness is a deplorable disease.
26. It is well to remember that it is the busiest man that can always find time to do something.
27. Plan and organize your work—one-half of success lies in organization.
28. Read, read—constantly strive to improve your mind and culture by reading anything you can get your hands on.
29. In business, have but one motto—"Service and satisfaction to your customer"—and *mean* it.
30. Apply yourself diligently and wholeheartedly to your business.
31. Constantly seek improvement.

32. Always be physically fit for anything.
33. Take your medicine without a murmur! Be a man! Admit your errors!
34. Speed up!
35. Keep smiling!
"For the man that's worth while
Is the man that can smile
When everything goes wrong!"

36. Never put off till tomorrow what you can do today.
37. Remember—it's the little things in life that count.
38. Do not be afraid to admit that you are wrong.
39. With God's help you can do anything.

Current News of the Railroad

Visiting European Journalists Enjoy Milwaukee Service

Visiting the United States as Guests of the Carnegie Endowment for International Peace

A PARTY of twenty distinguished European journalists, who are visiting the United States as guests of the Carnegie Endowment for International Peace, under its educational program for establishing a better understanding between the United States and foreign countries, arrived over The Milwaukee Railroad from Omaha on The Arrow, in special sleeping cars, July 1st.

This is the third group of editors the Endowment has brought to America, the first being from Great Britain, and the second from Central Europe.

Dr. Nicholas Murray Butler, president of the Endowment, said of these parties, "They come to observe American social, economic and political conditions; and by way of personal knowledge, gather such material as will hereafter make their writings on American subjects better informed and of greater significance."

The party sailed on the S. S. "Berlin," July 17th.

Return from San Francisco "Special"

Members of the National Electric Light Association's Special Train Arrived in Chicago Over C. M. St. P. & P. R. R. on Way East

NEARLY two hundred members of the National Electric Light Association, including the most prominent men in the field of electrical research, arrived in Chicago on a special train over The Milwaukee Railroad on July 2nd, on their return journey from the great meeting of their Association held in San Francisco the last week in June. During this meeting a notable radio "hookup" was accomplished whereby the voices of many of the "great ones" of the world of electrical research were heard in all parts of the United States, as well as those from a meeting of similar import being held at the same time in Berlin, Germany. The party was in charge of Mr. B. B. Growe, general traffic manager of the National Electric Light Association.

A "Majestic" Special

California Majestic Radio Distributors
NEARLY one hundred members of the California Majestic Radio Distributors who have been enjoying the hospitality of the Grigsby-Grunow Corporation in Chicago, and inspecting the Majestic Radio plant here, left Chicago in a special train over The Milwaukee Railroad, July 12th, en route to San Francisco.

Every car on the "Special" was equipped with Majestic radios similar in type to those carried on the Pioneer, the Olympian, the Arrow, the Southwest and other Milwaukee Road trains.

A Lonely Little Traveler

A Little Boy Bereft of His Mother Travels in Care of Milwaukee Train Employees

LITTLE Richard McLaughlin, four years old, came all the way from Missoula, Mont., alone, in a Pullman on The Olympian, while the body of his mother rested in the baggage car of the same train. The little lad arrived in the care of dining car steward Byron F. Rogers, sleeping car conductor R. G. McMullen and the train maid, Bessie Gaskins. He was en route to the home of his grandfather in Warsaw, Indiana, where the mother's body was laid to rest and Richard was taken into the home of his grandparents. On his long journey Richard was given all loving attention possible by our kindly and sympathizing train attendants.

Livestock Transportation by Truck Expensive

ILLINOIS livestock raisers would have saved more than \$400,000 in 1927 had the livestock transported to market by truck been shipped instead by rail. Trucking charges on livestock to the three principal markets in Illinois—Peoria, East St. Louis and Chicago—averaged on the whole from two to four times as much as railway charges for corresponding distances, in some cases being as high as eight times the comparable rail charges. These are among the conclusions presented by R. C. Ashby, associate chief in livestock marketing of the agricultural experiment station of the University of Illinois, in his report on an exhaustive study of comparative livestock marketing expenses by rail and by truck in Illinois, a summary of which appears in the July issue of the Illinois Central Magazine.

"Bobby" Jones and Party Ride The Olympian

Distinguished Golfer Uses Our Famous Train, Chicago to Minneapolis

FRESH from his triumphs and honors on Scottish and English courses, the great American golf amateur, accompanied by Mr. and Mrs. R. P. Jones, Sr., left Chicago Friday, July 4th, on The Olympian, for Minneapolis, and a further victorious progress on the highly "sporty" course at "Interlachen," Minneapolis. On the same train was Horton Smith, who on the Minneapolis course proved himself no mean contestant for the honors of the "Open" Golf Tournament.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Mason City Chapter

Fay Stirn

THE regular meeting of the Mason City Chapter of the Milwaukee Women's Club was held May 27th.

Very pleasing and interesting reports were given by the chairmen of the various committees.

A bridge luncheon was given in the club rooms, the latter part of May, at which 100 guests were served. The club rooms were charmingly decorated. At each table was a bud vase containing tulips, then large floor baskets filled with spirea were placed on the platform in the front of the large club room. The chairman of the committee for the luncheon, Mrs. W. E. Tritchler, reported an amount of \$23.00 was netted and placed in the funds of the club, to swell our welfare budget.

Mrs. Henry Smith, chairman of the Welfare Committee, reports having furnished groceries, milk, medicine where needed, and a sum of money was paid out for one family to save eviction. An amount of money was loaned a party whose check had gone astray, to tide him over until same was recovered. A loan was made to a family in which there was considerable sickness. A hospital bill was also paid.

Mrs. McDonald, chairman of the Scholarship Committee, has made report regarding co-operation with the State Board of Vocational Training. She also gave a report of two cases—one a crippled boy, the other a crippled girl. One is taking a commercial course, the other a course in retouching photographs. Both are doing remarkably well and give promise of being able, in due time, to be self-supporting.

Mrs. Matthewman, chairman of the Sunshine Committee, reports having made many calls, and gifts being presented to the sick.

Mrs. German, chairman of Cradle Roll Committee, reports several new babies, to each of whom was given a gift of a silver spoon with monogram.

On June 25 the annual picnic was held at East Park, which was attended by 150. Coffee and ice cream were furnished by the club, and sandwiches and a covered dish were furnished by those attending. Mrs. McDonald had charge of the supper. Food left over from supper was donated to poor.

Before supper a very exciting ball game was played by the Engineering and Store Department vs. the Superintendent's and Trainmaster's Office. After the lovely supper was served (which was enjoyed by all) games, in charge of Mr. C. E. Mutschler, were played.

Mrs. Ulrick, chairman of the Membership Committee, reports a substantial gain in paid-up membership for the month of June.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE club met for its regular meeting June 10 in the Masonic Hall at Minocqua, with sixty members and fifteen children present. We were happy to greet six new members and secure a new contributing member.

Reports of the committees were heard. For the past month not many demands were made on the Sunshine Committee, most of the members enjoying good health. Several cases were investigated by the Welfare Committee but no financial help was necessary at present.

Following the penny march a picnic lunch was served by the Minocqua ladies. After lunch the visitors were taken to the new log cabin depot at Woodruff, where pictures were taken of the group with the depot as a background.

Later we returned to the hall and enjoyed cards for the remainder of the afternoon. Honors in bridge were awarded Mrs. John Schultz and Mrs. W. W. Essells, both of Wausau, and Mrs. T. Thompson, of Merrill. In "500," prizes were received by Mrs. Wm. McEwen, Wausau; Mrs. Oscar Sutherland, Tomahawk, and Mrs. Elmer Bloomquist of Merrill. Cake, coffee and ice cream were served before we left via the evening train. A delightful time was had by everyone and a rising vote of thanks was extended to the committee for their efforts.

It was a happy ending before the summer recess.



Milwaukee Railroad Women's Club Room
in Sioux Valley Hospital

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

SIoux FALLS CHAPTER has just completed another undertaking which seems to be the talk of many people in this city and surrounding territory. The beautiful new Sioux Valley Hospital which has just been completed contains a room which was furnished by the Milwaukee women, and from the comments and congratulations received from friends, business people, doctors and nurses, along with many expressions of surprise and wonder that such a small club could put forth such care and effort for the comfort of the members who may have occasion to use this room.

The new, modern adjustable bed enameled a cool shade of green, with a table at the head which contains a phone, reading light and radio connection are only a few of the comforts. Beautiful rose and green flowered drapes hung on iron ornamental rods, and snow white net curtains give the room a home-like appearance; likewise a comfortable reed chair with two soft cushions and a bridge lamp close by, finishes the corner. The small green rocker and beautiful dresser with vases of flowers, and oval fringed rose colored rugs make a wonderful difference in the room. The private bath and generous clothes closet are an added feature. Green bath towels for the bath room and two appropriate pictures for the wall complete the room. We give a vote of thanks to the committee composed of our president, Mrs. Henry Kruck, assisted by Mrs. J. R. Bankson, Mrs. W. D. Griffith and Mrs. Haas, for the hours of thought and care in making what is common talk throughout the hospital, and with all who saw it, that it is the most beautiful room in the hospital, bar none. Special mention was given the club by our local newspaper, and in general the club as well as the

Milwaukee Road was given no end of publicity which will be an asset for future undertakings.

Discussion of a picnic as diversion for the club members, is the pleasant occasion which will take place in August. Mrs. Houser was the lucky winner of the beautiful pillow donated by Mrs. Hartenhoff, and a nice sum was realized from the sale of chances on it.

The stork keeps busy with his pack of babies, and this time the Kemp family received a big boy, who will be in line to help his father flag that crossing before long.

Mrs. Pete Larson, from the office, is at home taking care of her mother after a serious operation, and Mr. Lovejoy is back on the job after being ill for several days.

Union Station Chapter

Mrs. O. P. Barry, Historian

MISS CATHERINE GREY, our Membership chairman, reports that our voting and contributing roster numbered 395 as of December 31, 1929, and 371 as of July 1, 1930, lacking only 24 members towards securing the prize offered to the chapters whose total membership for the first six months of 1930 equaled the total membership for the year 1929. Miss Grey is commended for her splendid efforts towards securing the prize.

Our chapter realized a net profit of \$55.80 on the card party given at the home of Mrs. McKenzie on June 21.

The chairman on House and Purchases, Miss Loretta Kuhn, reports that two very pretty chairs, two lamps, and a writing desk have been added to the club room in the Union Station.

Savanna Chapter

Mrs. R. G. Heck, Historian

AN Easter invitational bridge party was given by the club in the Lydia T. Byram Community House on April 21st.

The program at our April meeting was furnished by Superintendent W. M. Thurber and Agent A. J. Reinehr. Entertaining and instructive talks on railroad work were given by them. They also suggested ways in which everyone connected with the railroad could be a "Business Getter."

A May dancing party was given on the 6th. Music for the party was furnished by "Tommy and his Melody Boys."

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

The last regular meeting of our chapter was held June 9th.

An excursion was given on "Capitol" steamer by the Milwaukee Club and Royal Neighbors on June 21st. There was a good attendance on the day trip to Clinton and a very large attendance on the moonlight. The sum of \$125 was made by each organization.

A nice sum was realized from an evening card party in the early part of June.

Savanna Chapter will not hold any meetings during the summer but our Mutual Benefit and Sunshine committees are always busy answering the many calls made upon them. Mrs. Waymack, our Sunshine chairman, and her committee make an average of ninety calls each month and extend our courtesies to our very sick and bereaved members.

Mobridge Chapter

Dora Anderson, Historian

OUR monthly meeting for May was held at our club room on Monday evening, May 24th, with a fairly good attendance.

Mrs. Beaver, chairman of the Sunshine committee, reported nine cases taken care of during the month of May, nineteen calls having been

made, six telephone calls, ten cards were sent out and eight gifts of flowers and magazines were distributed among our sick and shut-ins.

At this time it was voted that we adjourn for the summer months to meet again in September. This does not mean that the good work will not go on; if there are any cases of sickness, or if anyone knows of any of our members in need, they should report to our president, Mrs. Wm. P. Moran, or Mrs. Frank Schneider, chairman of the Mutual Benefit committee, who will see that everything possible is done for them.

After the business meeting was over a program of music was enjoyed consisting of a duet by little Jack and Gail Davidson, a solo by Mrs. Wm. F. Rose and a fine piano solo by Miss Ada Townsend.

Refreshments were served by Mrs. S. W. Fuller, Mrs. C. M. Bono, Mrs. E. J. Hardcastle and Mrs. R. A. Doesburg.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

THE club held the regular business meeting on June 12th and it was decided to adjourn for the summer.

There are now 131 members and as soon as our membership chairman returns from Los Angeles she will collect dues from a number who have not paid.

The club had a covered dish luncheon and card party at the home of Mrs. W. B. Jackson on June 19th. The sum of \$24.55 was cleared.

Mrs. E. R. Morrison and children have gone to Miltons Lake, Minn., to spend the summer.

Mr. and Mrs. E. C. Van Burskirk are visiting in Cleveland and Milwaukee.

Mrs. Shelby Coyle, who spent three months in Los Angeles, has returned home.

Mrs. Frank Biesecker is in Los Angeles and after returning to Kansas City she will go to Cincinnati to visit her daughter, Mrs. Wm. McNutt.

Mrs. Sam Shoop is visiting in Denver and later will go to Itasca Lake, Minn.

Mr. and Mrs. Allen Hills have returned from their wedding trip to Colorado. Mrs. Hills was formerly Miss Daisy Sweeney.

The death of Mrs. Anna Dider occurred at her home, 424 Colorado Avenue, on June 20. Mrs. Dider was born in Grandville, Mich., and had lived in Kansas City twenty-six years. She was the widow of John Dider, an engineer, who passed away on May 2nd. Mrs. Dider had been an invalid for eight years. She was 81 years old.

Mrs. Ada Whitten, wife of Douglas Whitten, passed away on June 19 at the age of 47 years. Mrs. Whitten was a member of the club and will be greatly missed. The families have the deepest sympathy in their loss from the members of the club.

Austin Chapter

Mrs. C. C. Hartsock, Historian

FIRST half of the year considerable was done under the head of scholarship fund. Through co-operation with the school nurse, milk was furnished at recess each day to a number of Milwaukee children who were under par. With a great many nice clothes given us, a number of children have been nicely outfitted for school—shoes and many other children's clothes purchased—also school supplies furnished several children.

Several hundred personal calls were made. Many gifts of flowers and baking, jelly and fruit were donated by various members, quilt pieces found for an invalid. About 75 cheer cards and letters of sympathy and about 100 magazines were taken to those who were ill.

The closing meeting was a social one, held at the Y. W. C. A., with a fine program and refreshments were served. A rummage sale also was held in May.

At each regular meeting bridge and 500 were played following the business meeting. Nice prizes were given—and no charge made.

Madison Chapter

Mrs. H. L. Davy, Historian

IN place of the regular meeting of the Madison Chapter a picnic for the members and their families was held at Olive Park, on Saturday, June 28. It was an ideal day for a picnic and we enjoyed a good attendance. Games were played and prizes were awarded the winners of the various contests. The main event of the afternoon was a ball game by the men.

At six o'clock we sat down to a bountiful supper, to which we all did justice.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE meeting of the Milwaukee Chapter, held June 16, was well attended, showing that the members are interested in the club and the good work it has been accomplishing.

Mrs. Charles Mitchell, a member of the Milwaukee Chapter, sailed for France with the Gold Star Mothers on June 15.

Inasmuch as the Chapter does not meet during July and August, the Ways and Means chairman had purchased two dozen pillow-cases to be embroidered by the members during this summer holiday, for the bazaar and prizes at card parties when we again resume our meetings in the fall. It was voted during the meeting to have a noon-day dinner and bazaar in the fall—just watch for the date, because you will be sure of a good home-cooked meal.

Since the May meeting eight cases have been given aid, amounting to \$123.35. At the June meeting the case of an employee who had been injured and whose wife was so shocked as to bring about a condition which made it necessary for her to be taken to the hospital immediately for an operation, was brought up. The man had requested the Chapter to extend a loan to him to cover the amount of the hospital bill, which was \$74.95. The case had not received full investigation, but the Chapter voted to extend the loan if it was the opinion of the Welfare chairman that the case was a worthy one, after she had looked into it further.

One family was given \$10, as they were in immediate need, but as they were not properly under the jurisdiction of the chapter their case was referred to the St. Vincent De Paul Society, who will take care of them in the future.

One family of three children who have been given aid previously were given \$10.

A \$100 loan which was given an employee several months ago was repaid to the chapter.

The father of the family of seven children who have been given aid for several months, has been able to return to work, and the chapter received a letter expressing the family's deep appreciation of all the chapter did to help them along during their time of trouble.

After the business meeting the chapter was entertained by one of the most charming programs it has had the pleasure of having. A Mrs. Weiss and her son, Howard, and daughter, Jane, whom we afterwards learned were the grandchildren and daughter of Mrs. Czarnske, a member, presented the following program: Howard, a lad of about fifteen, played a piano solo entitled "Country Gar-

dens," and later a vocal solo, doing both in a very finished manner. Jane, a sweet little lass of about twelve, gave two humorous readings, that "Counting Eggs" entertaining the housekeepers most royally. They closed the program with a duet of "Triumphant March." All those present enjoyed hearing this talented family and appreciated their coming.

As it was a warm meeting, the ice cream and cookies served by the Refreshment Committee were indeed appreciated by the chapter.

Ladd Chapter

Mrs. Winifred Ferris, Historian

THE members of Ladd Chapter met in Knaup's Hall July 9th, with President Mrs. Charles Taggers presiding. Plans were made for a pot luck dinner to be held August 6th at Washington Park.

After the routine business was concluded, cards and bunco were played, with prizes going to Mrs. Kuhl and Mrs. Taggart, in cards; and to Mrs. George Senin and Mrs. George Plym, in bunco. Refreshments were served by the committee in charge.

General Office, Chicago

Vila

Comptroller's Office

ON Sunday, June 29th, Miss Katherine O'Hara gave a tea at the home of her sister, Mrs. Lavalley, for some of her former co-workers of the comptroller's office. Bridge was played and Misses Ruth Barrington, Alice Sandberg, and Marie Donnelly were the winners of the first, second, and booby prizes, respectively. Miss O'Hara has returned to her home in Scranton, Pennsylvania, where she will visit until September, at which time we hope she will take up her residence with her sister in Chicago.

The ways of a woman and a golf ball are peculiar, they are inclined to react in a manner wholly unexpected with results disastrous to mind and body. One golf ball in particular, had ways so mendacious as to bring about a case of deep mourning in the immediate vicinity of the left optic of Miss Grace Baldwin of the comptroller's office.

General Manager's Office

From the general manager's office comes the news of the marriage of Miss Helen Dulen and Mr. Robert McGugen, which was solemnized on June 21st. Our congratulations are extended to Mr. and Mrs. Dulen.

Engineering Department

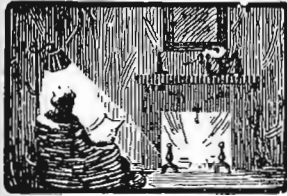
Mr. Walter French, instrumentman on the Polo-Birmingham Line at Liberty, has a brand new Studebaker sedan, and any of the ladies expecting to go down to Excelsior Springs will call on him he will be glad to cart them around. He is at leisure evenings and Sundays.

Mr. Lewis J. Van Mol is leaving the drafting room to go down to work at Liberty.

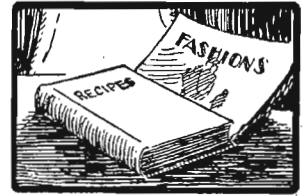
Mr. R. C. Scoffern is spending his vacation in Detroit and Denver. Wonder why he went to Detroit.

Here comes the aviator from the drafting room with a brand new haircut. He didn't have the price of a shave so the barber let him go by leaving a little fuzz next to each ear, and thirteen hairs under his nose, visible with a microscope.

Mrs. Donald C. Walter of Canton, Ohio, and young son spent several days in Chicago recently. Mrs. Walter may be better known as Mary Merrill (or East Wind—Mile a Minute), sister of Hazel, and a former Milwaukee employee.



AT HOME



Some Style Snapshots

VACATION months, and too hot to care very much about clothes, but let this scribe advise you to make ready for a smart appearance when you arrive at your vacation-trove; for, especially if you are going to cool northern spots, you will find that elegant negligence in dress which proclaims the sophisticated style intelligentsia. I am sorry to seem to be high-hatting the English language, but having just returned from a tour among some of the northern lake resorts, I am impressed with the way women manage to look smart while they seem to be wearing the very least word in stylish clothing.

However, while simplicity reigns, it is the simplicity of shantung, silk crepe, silk pique and that like; and the colors are dainty blue, pink and yellow. The sports frocks are a trifle below the knee—say three inches—are sleeveless; most of them have pleats on side or front, and of course they *all* have the short, free, little jacket—the finger length, or even the shorter hip length, you know. Then if you don't care how much sunburn your nose acquires, you twist a gay silk kerchief about your head, tying your hair in closely, and then you leave the knotted ends or the corners of the kerchief dangling down the back of your neck.

Some of the jackets take on gorgeousness by being in contrast to the frock in broad and bright stripes like the old blazer coats of a yesteryear.

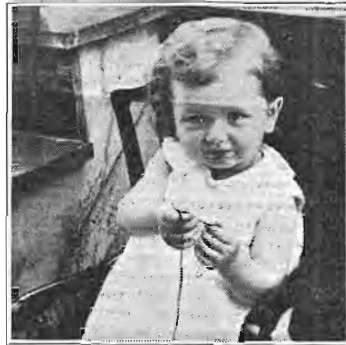
Most of the young women at these resort places go about in socks and heelless—or nearly so—tennis shoes; and a lot of them never stir far without their bathing suits tucked conveniently into the back of the car, because this swimming must be taken care of at the proper hours if there is water in sight, no matter where you may be.

Whither?

The future is still shrouded in mystery, as far as the clothes matter is concerned. Some Parisian milliners announce that velvet is to be prime favorite for the fall and winter "bonnet," but not much seems to come out of the haze yet as to shape or size.

It will be the middle of August before the haze begins to clear, as then the reception rooms of the great fashion makers are thrown open for selected visitors, the American tailors and dressmakers and others who are in fashion's capital for the first breath of the fall breezes blowing styleward.

There is a hint of the colors of autumn on the early August breeze, which says that green, dark red and vivid blue will be popular; but that nothing will occur to infringe upon the sovereignty of the black ensemble and the black evening gowns.



Edna Juanita, Daughter of Switchman J. E. Crum, Coburg Yards



Richard, Son of Engineer C. O. Balsbaugh, Perry, Iowa

Colonial Furnishings

FURNISHING up the furnishings of the home before we get started on the long winters of our section of the U. S. is always desirable, especially if we tend toward brightening up things.

Colonial touches are colorful and they need not be expensive. Dainty little sprigged wallpapers for bedrooms come in low-priced paper, hooked rugs are not expensive even if you buy them. If you make them yourselves, a good-sized rug may be made, complete, for about fifteen dollars. Of course, if you make the rag hookers, they can be achieved at much less, particularly if you have friends enough to supply your rag bag with what you find lacking out of your own store. Then there are imitation hooked-rugs very cheaply priced, but yet very pretty. These rugs laid on a painted floor are very cheery and exceedingly smart.

Poster beds, nowadays, are not expensive and there are many excellent reproductions of old-time pieces. Old-timey chairs may be bought in the unfinished state, and the home artist, with a can of duco is able to turn out a most effective "reproduction," especially if black is chosen for the ground and some gilt paint used for trim. An unbleached muslin bedspread worked with old-

fashioned crewel materials finishes off the bed beautifully.

If one has the patience and the skill to make a patchwork quilt, and it is *really* quilted in the good, old-fashioned way, there is nothing finer or more attractive for a bedspread—but to be exactly right, the quilt must be all hand-made.

There are innumerable good reproductions in table and dresser designs of the Colonial type, and a maple dressing table, shown recently, was heralded as a "double duty" piece, in that it could be put in the living room and used as a desk with a writing chair in front of it, instead of the usual little bench.

In place of the mirror that should hang just above it in the bedroom, a pretty picture could be hung over it, of course higher than the mirror should be.

This Magazine dwells on the Colonial type of furnishing more than other periods, because they stay in style and are more practical for those who do not refurnish often than the so-called art-moderne and other styles of the French, Mid-Victorian and other eras.

When Is a Man a Success?

WHEN he refuses to slander even his enemies.

When he does not expect to get good pay for poor services.

When he does not wait until tomorrow to do the things that should be done today.

When he is loyal to his employer and not false to the ones with whom he works.

When he intelligently co-operates with the other members of the organization.

When he is studying and preparing himself for a higher position with better pay.

—The Silent Partner.

Almost anybody can do business fairly well. Many men can do business very well. But the man who not only does his work superbly well, but adds to it a touch of personality through great zeal, patience, persistence, making it individual, distinct, and unforgettable, is an artist.

—ELBERT HUBBARD.



Milwaukee Float "Frolic Day" Parade, Andover, S. D. "Cross Crossings Cautiously" posters in windows and large Safety First poster on rear. Milwaukee folders all the way around the car. Streamers of Milwaukee Colors.

Good Things to Eat

Peach Melba.—Three peaches, sliced and halved; six slices of sponge cake, or one dozen lady fingers; one-half pint of ice cream (vanilla preferred); one gill of heavy cream, whipped; one-fourth cup of currant jelly and one-fourth cup of shredded cocoanut. Line sherbet glasses with the cake. Place one-half peach in the center and fill the cavity left by removal of the peach stone with a bit of the ice cream and cover with the whipped cream, into which the jelly has been beaten. Sprinkle with cocoanut. If the cocoanut is not liked, it may be omitted and other finely chopped nuts served instead.

The Three Recipes Following are by Courtesy of Dorothy Ames Carter

Dixie Fruit Cup.—One No. 2 can grapefruit; one cup watermelon cubes and a few sprigs of mint. Chill the grapefruit before opening can. Pour contents into a bowl, add watermelon cubes and set aside until the flavors blend. Serve in sherbet glasses with a sprig of mint. Serves six.

Punch 'n' Judy.—Boil together two cups of cold water and two cups of sugar, for five minutes. Crush one quart strawberries, raspberries or blackberries, heat slightly and rub through sieve. Add to the syrup, cool and then add two-thirds cup of lemon juice and the juice from one No. 2 can of grapefruit. Chill thoroughly.

Fruit Cookies.—Sift together two cups of flour, two teaspoons baking powder and one-fourth teaspoon salt. Cream one-half cup of shortening, add two-thirds cup sugar, then one egg, unbeaten, and one-half package of dates, sliced. Mix well and add two to four tablespoons of milk and one-half teaspoon vanilla. Stir in the dry ingredients. Drop by spoonfuls on a well oiled baking sheet and bake in a moderate oven until firm to the touch and a delicate brown. Makes about 36 cookies.

Gooseberry Catsup.—Five pounds of gooseberries, picked over, washed and drained. Place in kettle with four pounds of sugar, two cups of cider vinegar, one and one-half tablespoons vinegar, one teaspoon cloves, one tablespoon allspice. Bring to a boil and let simmer two hours. Fill bottles or jars and seal.

Peach Marmalade.—Four quarts very ripe peaches, peeled, stoned and halved. Two pounds of sugar. Bring to a boil and let simmer two hours or more, stirring frequently. When the marmalade looks "shiny" it is ready for one glass of currant jelly stirred until fully dissolved. If the peaches are sour, add more sugar.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1930-31 BOOK OF FASHIONS.

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

6881. Ladies' Dress with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 40-inch size with long sleeves requires $5\frac{1}{2}$ yards of 39-inch material. With short sleeves $4\frac{1}{2}$ yards will be required. Collar and tie of contrasting material requires $\frac{3}{8}$ yard 39 inches wide. Price 12c.

6904. Child's Over-All Rompers. Cut in 3 sizes: 6 months, 1 and 2 years. A 6 months size requires $\frac{3}{4}$ yard of 35-inch material. Price 12c.

6885. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size with sleeves and bolero requires $4\frac{1}{2}$ yards of material 39 inches wide. Without

sleeves and bolero it requires 3 yards. Price 12c.

6743. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires $4\frac{1}{2}$ yards of 39-inch material. For contrasting material $\frac{3}{8}$ yard 39 inches wide is required, cut cross-wise. Price 12c.

6902. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 2-year size requires $1\frac{3}{4}$ yard of 32-inch material. To finish neck and arm-seve edges with bias binding or ribbon, including the bow, will require $2\frac{1}{2}$ yards $1\frac{1}{2}$ -inch wide. To trim with insertion as illustrated requires 5 yards. Price 12c.

6756. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires $2\frac{1}{2}$ yards of 35-inch material. To trim with lace will require $2\frac{1}{2}$ yards. For bow and sash, of ribbon or material $3\frac{1}{4}$ yards $2\frac{1}{2}$ inches wide are required. Price 12c.

6441. Ladies' Apron. Cut in one size, medium. It requires $1\frac{1}{2}$ yards of 40-inch material, together with $8\frac{1}{2}$ yards of bias binding put on as illustrated. Price 12c.

6896. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size requires $2\frac{1}{2}$ yards of material 35 inches wide. The sash of ribbon requires $1\frac{1}{2}$ yard. Price 12c.

6892. Ladies' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $3\frac{3}{4}$ yards of 35-inch material. For contrasting material, $\frac{1}{2}$ yard is required, 35 inches wide, cut cross-wise. Price 12c.

Monkey Business?

"I thank you for the flowers you sent," she said; And she smiled and blushed and drooped her head. "I'm sorry for the words I spoke last night, Your sending the flowers proved you were right, Forgive me,"—He forgave her. And as they walked and talked beneath the bowers He wondered?—Who in heck sent her those flowers?



SPECIAL COMMENDATION

A FIRE, which broke out on the roof of station building at Ingomar May 14, was discovered by Section Foreman Lawrence Noffsinger's wife, who, aided by school children passing at the time, extinguished the fire. Much credit is due Mrs. Noffsinger and the children who assisted her.

Lineman R. P. Roundy, Wisconsin Valley Division, on the night of June 14th, during a heavy storm, went out on his motor car and discovered a small washout near Brokaw, of which he made prompt report. This undoubtedly prevented what might have resulted in a serious accident.

Coast Division Brakeman D. M. Campbell, as train 263, June 24th, was pulling by, discovered a broken wheel. He signaled the conductor, and car was promptly set out for repairs.

Otto Timm, of the General Freight Department, Chicago, was a successful solicitor of passenger business in securing three Gallatin Gateway passengers for Yellowstone Park. The party left on The Olympian July 19th.

Equipment Maintainer Charles Beyer at Bellevue, Iowa, influenced the routing of a carload of castings for Denver, Colo., via our line.

Union Street, Chicago, reports the following business secured by their solicitors during the month of June:

Receiving Clerk R. Reiner, 3 shipments.
Receiving Clerk R. Detuno, 3 shipments.
Receiving Clerk L. Murphy, 2 shipments.
Receiving Clerk R. Norcross, 23 shipments.
Assistant Receiving Clerk T. McGrath, 5 carloads.

Grain Clerk A. Monterde, 1 carload.

In addition to the above, Mr. Petersen and Mr. Seiler reported twenty-three cars to General Agent Casey's Office, on which we were eliminated from the routing.

Frank Voeltzke, freight house foreman, Wausau, through solicitation secured a carload of freight from Minneapolis to Wausau.

Wisconsin Valley Division Conductor C. A. Noble, through solicitation succeeded in getting several passengers from Chicago that would otherwise have gone over the C. & N. W.

While No. 561 was passing through his station on July 18th, Agent J. M. Johnson saw a dragging brake beam tearing up the ties and gravel. He tried to signal down the engineer, but failing, ran back to signal the crew, but could not see any of them. He then threw a big stone at the caboose, attracting their attention. Train was stopped and the defect removed, thus preventing a serious derailment.

R. & S. W. Division Brakeman F. Jordan, as train No. 87 was pulling by, July 12th, noticed a car with hot wheels and promptly notified the conductor of 87, thus preventing possible further damage.

Helper Glenn Scott, Maxwell, Iowa, on July 15th noticed that the first signal west of his station was at caution and knowing there were no trains in the block, promptly called the maintainer, who discovered a rail so badly broken that it was necessary to change it before any trains could pass.

Those of Us Who Do

G. P. F.

MR. FRANK VOELTZKE, freight house foreman, Wausau, furnished information which resulted in our securing a carload of registers and furnace fittings from Minneapolis to Wausau.

Yard Foreman W. R. Billington, Wausau, by keeping in close contact with the business of the railroad, noticed that while a local oil company was specifying our routing on their oil shipments from Chicago, some of the cars were moving via the C. & N. W. The matter was handled with the Traffic Department and shippers, and we are now securing the through haul on this business.

Division Storekeeper Gove at Aberdeen influenced the sale of two round-trip tickets, Aberdeen to Walla Walla, Washington, and return.

The Traffic Department at Aberdeen commends the following for their activities in securing freight and passenger business:

Storekeeper Jay Gove, Aberdeen, for placing his orders for material with a concern which in return gave us several carloads of long haul coast lumber. Also, the placing of orders for corn to be used at the Company Stock Yards, resulting in our securing several carloads of seed and other supplies used by seed houses.

Perishable Freight Inspector A. B. Estes, Aberdeen, for solicitation with receivers of carload fruit and vegetables originating in the Southwest Territory, and has been successful in securing three carloads of vegetables via our line.

Captain of Police Emmett Burke, Aberdeen, has been instrumental in securing several cars of beverages from St. Paul.

O. S. & D. Clerk Frank Faith, in making his calls on consignees, inspecting damaged freight, solicited the routing on several L. C. L. shipments and carload fruit and vegetable shipments.

Chief Dispatcher Adams, by promptly sup-

plying a flat car for loading at a local station west of Aberdeen, secured the routing of a carload of business to Aberdeen.

Mr. Walter Mertz, of the Car Department, influenced five passengers to use our line to the Coast.

District Adjuster L. D. Phelan furnished information which resulted in our securing the movement of seven passengers from the Aberdeen territory to Cleveland, Ohio, Los Angeles, California, and Seattle, Washington.

Boilermaker Vernon Rasmussen at Aberdeen secured two passengers to Rapid City.

Mr. J. B. Davis, Water Chemist at Aberdeen, furnished information which resulted in our securing a passenger from Minneapolis to Seattle.

Tom Malana, switchman, is a worker in more ways than one. One day we saw him poring over some maps in the most absorbed manner and the next day he informed us that he had successfully solicited business to the tune of four round trip passengers from Rockford to Zion National Park, Utah. Our expectations in you never fall short, Tom.

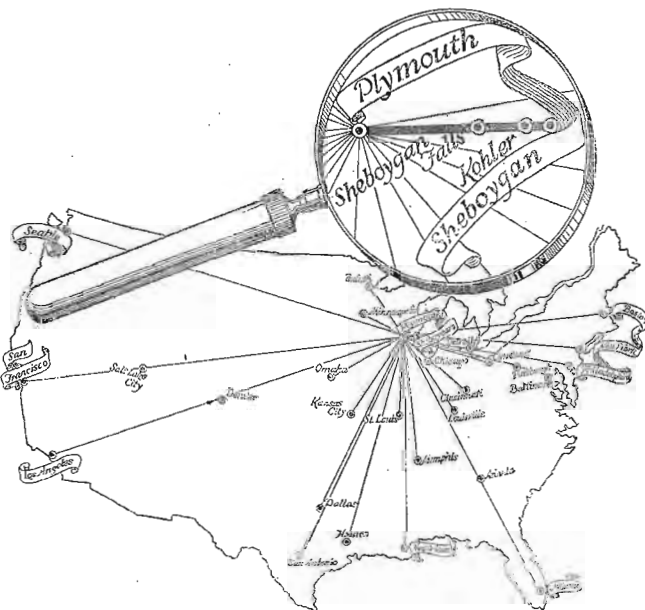
Mrs. Fred Wolf, wife of machinist, Dubuque Shops, secured one passenger to Los Angeles and return, month of June.

J. W. Hilliker, operator, secured a passenger, Dubuque to Los Angeles and return, also during June.

Bob Carpenter and Ed Powers, baggagemen, Dubuque passenger station, don't let business slip away from them if they can help it, as Bob secured one round trip passenger for New York, and Ed secured two for San Francisco and return. Keep up the good work, as nowadays, you know, we are looking for business, more business and then some!

Mr. F. E. Berg, check clerk at Seattle freight house, secured two passengers, Seattle to Chicago and return, who are making a trip to Sweden.

He is keeping the Traffic Department advised of numerous such tips, whereby we secure nice long haul business.



Map Showing Electric Freight Service Between Sheboygan, Kohler, Sheboygan Falls and Plymouth, Wisconsin, Where It Connects With C. M. St. P. & P. R. R. for Points East and West

ON THE STEEL TRAIL

Northern District Car Department

M. J. K.

HELLO, everybody!

The week of June 16 found F. J. Swanson, D. M. C. B., at Atlantic City, attending the A. R. A. convention.

The first week in June Messrs. G. Larson, B. Bergerson, J. Boileau, A. Tweeder, J. H. Burnys, A. Bergstrom and H. Laird were on their vacations.

Miss Ella Siegler, stenographer in Mr. Swanson's office, is on sick leave. We sincerely hope Ella will recover speedily and be back with us soon.

Miss Grace Hammerot, also of Mr. Swanson's office, evidently has a secret admirer. Each morning she finds gum in her smock pockets, but Grace would really prefer finding chocolates.

Lost: June 29th, a bag of fish in one of Minnesota's 10,000 lakes. Finder please return to W. B. Wilcox for liberal reward.

Austin, Hastings, Mason City, Mitchell, Montevideo, and Rapid City do not respond with news for our column. We would like to hear from all points on our division.

Oriole Smythe in G. Larson's office will leave on her vacation July 21.

S. Hollingsworth, car foreman in the Light Repair Yard, Minneapolis, will take charge of the St. Paul New Yard August 1. He wishes to thank all of his men for their co-operation and good work during the past year and extends good wishes to all. We are sorry to see Mr. Hollingsworth leave, but we hope for every success in his new position.

Sincerest sympathy is extended to M. Newberger of our Heavy Repair, on the loss of his wife June 17.

AT ABERDEEN

The Car Department has gone through the first six months of 1930 without a lost time or reportable injury. We hope to maintain this record during the remainder of the year.

Our Drill Press Man, Mr. Tom Beigler, and his family enjoyed a three-day outing in the historical Black Hills of South Dakota, June 23, 24 and 25.

Assistant Foreman Henrickson and Carman Chas. Miller were on an inspection trip last week between Aberdeen and Montevideo. A certain Chevrolet with an aeroplane motor furnished the transportation facilities, and stops were made at Bath, Webster, Waubay, Summit, Ortonville, Correll and Watson.

Car Foreman Tschohl and wife returned July 2 from their annual vacation spent at Chicago, Dubuque and Rockford.

Anton Demmers, our tall and handsome Passenger Inspector, and John Kelly, Airman, are both sporting new cars.

"Canada Kid," alias Martin Duffy, returned to work July 3. He states he has been visiting relatives at Mason City, but others contend it was Canada. "Why try to fool us, Martin?"

Several of our employes plan on spending the 4th at the lakes around Waubay and Ortonville. Among those who are going are Wm. Mertz, Mike Sanders, F. Wagner, L. Stefan and Chas. Miller.

O. Henrickson is scheduled to start his vacation July 9th, and information was re-

ceived from a reliable party that he will be at Ortonville catching some of those big ones. He states, however, that if the "big ones" fail to bite, he will proceed into Northern Minnesota and try the lakes out there.

The Fourth of July will find Johnny Weldt in a baseball suit at Jamestown behind the plate for the Aberdeen Legion Team. On the 5th and 6th of July you will find him still in the same business at Frederick and at Jamestown again. With a line-up like this it's just going to be too bad for "poor Ida" unless she enjoys baseball.

Mr. Levinus Engles, blacksmith, will leave tonight for Minneapolis, where he will spend the 4th visiting his daughter and family.

On June 22 the southwest section of Aberdeen was visited by a terrific rain and windstorm, damaging many homes and small buildings. Two large oil tanks belonging to the Home Oil Company were badly damaged, the tanks being moved several hundred feet, just missing the home of Carman William Butzow. As a result, William has been rather shaky in his limbs the past week, and residents near his home should refrain from any fireworks this 4th so that he will survive his malady without setback.

From the Cross Roads of the World

Roberta Bair

THE office of the Division Freight & Passenger Agent was greatly depleted on July 15th. Half of the organization was at the Transportation Club Picnic!!! Hope there are no headaches resulting from this "golf."

Ralph Fallowfield, of the Traffic Department, had his tonsils removed during his two weeks' vacation. Ralph's throat is now O. K., but his pocketbook is still bad.

Our Assistant Superintendent W. G. Bowen and family, are spending their vacation visiting relatives in St. Louis, Mr. Bowen's parents in Tomah, Wisconsin, and friends in Minneapolis, Minn.

Howard Stewart is quite taken up these days. You see it's like this. He isn't so fond of climbing, so he just called up Miss Betty Fox, who sat a-top a 50-foot flag pole on top of the Terre Haute House. Between him and former Operator Dan Miller, it's hard to say just who holds the high cards with her. Dan proved a hero by providing her with magazines.

Leo Huberti is now contemplating putting wings on his 2 wheeler. He will receive bids on the new venture until August 1st. He plans to vacation all over during the last 2 weeks of August, and it is his desire that the work be completed by August 10th, so he can take a trial flight before heading into the west winds.

Fred Clay Mancourt, our kid timekeeper, who has just returned from a vacation in California, has broken another heart, this time a girl by the name of Minnie. They can be seen almost any evening at the Elm Grove skating rink. Fred says he thinks he has the right one now. She has long black curls, black eyes and dark complexion, and Freddie, with his light hair and complexion make a cute looking couple. Only last Saturday afternoon

he was found in one of the downtown furniture stores looking around. It wouldn't surprise his many friends to hear of the two little love birds being already married. Anyway Andy, we all wish you and your Minnie the best of luck in your love affair.

Everitt Heller, alias, John Gilbert, of the Dispatcher's Office, is spending his vacation in Chicago. We understand that he has a little Polish girl there. Mr. Heller hails from Seymour, Indiana, and is one of the many boys to make good from this city.

Edward Knuckey has been awarded the custodian duties of the office. Eddie lets his beard grow very long so he will look fitted to the job. He has had former experience in this line of work in his younger days and keeps everything so clean and slick that all the flies are gone, having killed themselves trying to alight. With this additional money, it shouldn't be long before he and Christine enter the state of matrimony.

Mr. Fred G. Pearce, the well-known motorist of the Terre Haute Division, seems to have a partnership with the local Chevrolet dealers, as he drives his Chevrolet cars for a very short period of time and frequently appears driving one of the latest models. Of course it must be remembered that Fred's annual excursion to the Ozark Mountains is about due, and a trip of this strenuous nature requires the superlative in motor excellence.

But, anyway, we all join in wishing Fred the best of success in the operation and enjoyment of his new car and we hope that it doesn't turn out to be an oil well, or inherit some of the other qualities which his old car had.

Eddie Hollis, the sheik of the Traffic Department, also has a new car—that is, the car is new to Eddie. It is a Nash, and it doesn't take a close inspection to see that it was really designed to carry the load, but, unlike Pearce, Eddie doesn't have the tonnage to put in it. It seems to us that Pearce and Hollis should exchange cars. Eddie seems to be accumulating more tonnage as the years roll along, but we are afraid that by the time he gets anywhere near enough for the Nash, that the Nash won't be in any shape for full tonnage. Eddie also has a new pair of white trousers which appeared on the scene about the same time as the Nash, and we are wondering if they were part of the deal. The sheik heretofore has always confined himself to the smaller variety of automobile, and he feels pretty big in his new car, and, believe it or not, when Eddie and his white trousers and the Nash all get together, they do look pretty spiffy.

West Clinton

We are very glad to report that business is now on the up-grade and it is the earnest wish of everyone that conditions will steadily improve from now on.

Binkley Mining Company has reopened its "Essanabee" mine, after extensive repairs and the building of a new tippie, and this is a big help to us.

Ferguson Coal Company are doing a great amount of work at their Crown Hill mine, and they hope to reopen this mine about the first of September.

W. N. Dick of the Shirkie mine called on the boys at West Clinton a few weeks ago. Walter is one of the "live wires" at Shirkie, and we were glad to see him. M. J. Torrey and W. R. Lewis, former employees of the C. M. St. P. & P., are now with the Shirkie Mine which, no doubt, accounts for the good service we are getting from this mine.

Cassel Kuhns, night roundhouse foreman, has just received his new teeth. Too bad, as roasting ears are almost here and he can't eat—you know how it is—but watch him this time next year.

W. O. (Slim) Reynolds is now working the 3 p. m. lead job and he is singing "East Side, West Side, all around the yard." Well, anyway, they are doing a pretty good job of it.

Trainmaster J. H. McDonall came to work the other day with a new car—also with a headache—but he says that wasn't the cause of his feeling bad.

Foreman Charles Fox and his section men put in a new crossing at St. Bernice recently and did very good work, at least it won praise from the people of that place.

Bradshaw station was closed July 15th, and we understand Edward Talkington of Bradshaw will now go to West Dana.

West Clinton is proud of the Safety First record being made here. No reportable accidents for so long we can't seem to remember.

Conductor C. C. McBride has his new golf togs and clubs now and he is coming right to the front.

The Park Board is working early and late to clean up the West Clinton-St. Bernice park, and many of the residents deserve a great deal of praise for the interest they have taken in this enterprise.

Miss Rideout, of the Roundhouse Office, enjoyed a two weeks' vacation last month, and returned to work determined to do more work than ever.

Frank Hunnicutt was on the sick list the middle of last month, and says he did not enjoy himself a bit, especially during the hot weather. Well, it is not very pleasant to be sick in any kind of weather.

Mrs. Roy Logan returned last month from a visit with Mr. and Mrs. A. L. Kemp of Madison, South Dakota. Mr. and Mrs. Kemp are the proud parents of twins born several weeks ago, and the folks here at West Clinton wish to extend congratulations. "Andy" was formerly foreman of the West Clinton section and he and his family made many friends while here.

"Red" Lockman and "Peck" Wallace returned from their vacations last month and we understand they stayed at home and helped clean house. Of course they both deny this.

Will we ever see:

Jim Brown without his "Copenhagen?"

"Slim" Reynolds when he is quiet?

G. K. without his "Bull Durham?"

Charley Francis without a (transfer)?

"Heavy" Males cooled off?

Harold Jones with his new teeth?

Harrison Kyle getting married?

"Buck" Summers without a good argument?

Homer McBride working on Sunday?

Oscar Clayson angry?

Des Moines Division Items

Maude French

CONDUCTOR W. J. CASKEY, who has been quite ill at Broadlawn Hospital, is still about the same. His many friends are hoping to hear better news soon.

Miss Leota Van Vliet of Milwaukee, daughter of Superintendent Van Vliet, is spending her vacation with her father in Des Moines.

Miss Pearl Van Vliet is in New York City visiting and taking some musical instruction.

Mr. and Mrs. O. M. Case returned recently from an extended western trip.

F. J. Avenell, formerly agent at Juniata, has been appointed agent at Fonda. E. E. DeLacerda is relief agent at Fonda while Mr. Avenell is taking a little vacation.

Foreman Elmer Groves of Adel was off duty account illness recently but is now back on the job.

Mrs. F. W. Price has returned from an extended visit with her daughter, Mrs. Ell-edge Carter, at Terre Haute, Ind.

Mrs. E. W. Webb and children are spending some time visiting relatives in Baltimore. Mr. Webb has gone down to bring them home. He could not become accustomed to his own cooking.

Chas. Corbett of Kansas City is visiting his father, M. C. Corbett.

Mr. and Mrs. Chas. Crawford visited Des Moines recently on their way to Denver and other western points. Mr. Crawford looks fine, having gained several pounds.

Mrs. Clyde Ibsen of Madrid visited Des Moines recently.

Mr. and Mrs. Cyril Derrickson attended the Russell Family Reunion at Stuart, Iowa, on the Fourth of July. They report a fine time.

Former Roadmaster Swan Anderson visited the Des Moines office on July 5. He looks as if his work agreed with him, he has such a good coat of tan.

Effective July 7 the joint baggage and express runs on trains 33 and 34 between Des Moines and Spirit Lake, formerly held by express employees, will be operated by Milwaukee trainmen.

Miss Jean McGovern, daughter of Chief Clerk McGovern, spent two weeks in June visiting relatives in Rockford and Rock Island, Ill. She reports a grand time.

Paul Calhoun and wife recently visited relatives in Seward, Ill., and report a fine time.

A. C. Jacobs, wife and daughter Ruth motored to Ollie and Sigourney, Iowa, visiting friends over July 4.

Gas-electric service was inaugurated on trains 34 and 35 between Des Moines and Spirit Lake the fore part of June.

Notes from the Local Office, Tacoma

R. R. T.

MISS WILLA LINDSEY, assistant bill clerk at the local office, has returned from her pilgrimage to Alaska and has wonders to tell of her sojourn in the Land of the Midnight Sun. She went as far as Seward, where she visited with the former Miss Sophie Hansen, one-time member of our dock and local office forces, now for several years past, married and living at Seward. If Miss Willa did like Miss Sophie, and corralled one of the sourdoughs while on the trip, we haven't heard of it as yet; anyway we are glad to have her back with us.

Frank Clover of the yard office force is at this writing taking his annual leave of absence for a month, devoting the "leisure" thus gained to working on his berry ranch much bolder than he would have had to work at the yard office. Still it must be nice to be one's own boss for a month, as much as any married man may claim to be so, and the outdoor work is doubtless doing him much good, as it is no doubt more interesting to put in mileage walking between rows of berry bushes than between rows of box cars.

Ralph Bement, our energetic assistant agent, together with Mrs. Bement and their daughter Miss Florence, were on a three weeks' vaca-

tion trip in June. They went east via the Canadian Pacific to the Twin Cities, various Wisconsin points and Chicago. Incidentally Mr. Bement attended the Spanish War Veterans' Reunion at Appleton, Wisconsin. He returned alone, Mrs. Bement and their daughter making a more extended visit back east. While he is full of praise of the fine trip he had, he is still glad to get back to the more agreeable climate of the Puget Sound region and to his accustomed golf links. We fear that his score has not gained by the vacation and that it may be some time before he shoots his usual eighty.

At this writing that good natured tower of efficiency, Elmer Guttormson, chief yard clerk, is on vacation. Together with Mrs. Guttormson and their daughter he went on a brief visit to friends at Eugene, Oregon, spending the rest of the vacation at home. Elmer has been a busy man of late, working late at night overhauling the Cleveland which he bought from Mr. Alleman, when Mr. Alleman bought his brother's Hupmobile. As a result it looks like a new car. We can't quite see how Elmer gets his long legs into it, but doubtless there is some knack about it.

Bill Stubbs, industry checker in the Tide Flats District, also was off on vacation in his turn, but we believe he never got any farther than Seattle. Bill is an exceedingly reliable checker and became quite put out the other day when one of the firms on his route insisted that he had reported a wrong car number at their plant, so much so that he went back to verify his check. He hardly believed his eyes when he found that he and the firm were both right—in fact, that still another party could also have been right—as the car had no less than three different numbers on it. It was afterwards brought to the yard and excited no end of curiosity, no one here ever having seen anything like it before. However, the chief point was that Bill Stubbs' accuracy was triumphantly vindicated.

It is a long time since we had occasion to report on the doings of our rotund and good natured friend Arthur Gleb, alias "Tubby," of our freight house force. However, we have to give Tubby warning that he will have to walk more circumspectly if he does not want us to hold him up to obloquy. When our private detective force meets Tubby at ten thirty in the evening at Thirteenth and Commerce and is calmly informed by Tubby that he is on his way to a smoker at the Eagles' Hall, there would seem to be a call for some explanations. Be warned, Tubby, we have an eye on you! Smokers are no doubt all right, but they usually begin earlier in the evening than that.

Kenneth Alleman relieved as assistant bill clerk at the local office during Miss Willa Lindsey's absence and then returned to the yard office for a few days, thus reopening the usual arguments between him and Bob Shipley, assistant chief yard clerk on the second trick. The local office force no doubt misses his singing, but strange to say, his vocal efforts do not seem to meet with much appreciation at the yard office—in fact we fear that some time his exasperated listeners will resort to personal violence.

Malcolm Wood did not go to Kansas City, as reported in our last number—at least not yet. At the present writing he is supplementing his railroading by working at his other profession of interior decorating. It is not every railroad man who can so easily fall back on another occupation on occasion.

Andrew Norwood of the yard office force, came very near to losing his father, who was rushed to a Tacoma hospital for an urgent appendicitis operation, when it was found that the appendix had ruptured the day before.

Mr. Norwood's (senior) condition was so critical that he was not expected to live, and two of his sons, living in San Francisco, were hurriedly sent for to see their father for the last time. However, he showed wonderful vitality and in spite of the apparent hopelessness of his case and of his seventy-six years of age, he is making an almost miraculous recovery and is now in a fair way to be restored to health. We offer congratulations and best wishes.

Mr. Rouse, our genial abstract clerk, is now on leave of absence for a few weeks, resting at home. We hope to see him back at work again before long, adding dignity to the local office by his presence.



Milwaukee Terminals Ann

This warm weather makes us appreciate the following submitted by one named Jill:

Said Jack to Jill one bright Wednesday
I'll take you for a nice long spin
A mammoth soda on the way
Will be my treat if you get in.

This Jack, of course, was just a lad
And Jill was young and pretty too
When Jack drove up all happy and glad
Instead of one girl, he saw two.

Poor Jack grew ill at the very thought
Of two such mammoth sodas to be bought.
For poise and self control he fought,
His purse was lean and he was caught.

He did not know Jill was a twin
And in his purse were twenty cents;
The only thing to do for him,
Was to go home, and he went hence.

These girls would still appreciate
Two mammoth sodas from friend Jack,
If he reads this, we anticipate
That he will bring the sodas back.

Mr. Wm. J. Rivers, engineer, Delaware & Hudson Railway of Rutland, Vt., was a visitor at the home of Engineer E. W. Grant recently.

Engineer George F. Timeson died April 15th, after a short illness. He was fifty-five years of age and had been in the employ of The Milwaukee Road since 1892. Our deepest sympathy is extended to his family.

Switchman David Friedman has a new sport Chrysler which will run ninety miles an hour when the lights are GREEN. For appointment call Dave up before 10:00 a. m. Ladies invited.

Switchman A. O. Cunningham is on an extended visit with his son on the Lines West.

Tom Quinlan is the proud father of a baby boy born recently.

Eldred Pattengill went on a short fishing trip, and he will tell you the rest of it.

Carl Dobschuetz and family are planning a lovely vacation trip through the east.

In all our daily work and play

Let's perform our service in a safe way.

Be careful, always, night and day

And you will chase dangers and accidents away.

It is rumored that Charles Stammler is about to get married. Who is the lucky girl, Charlie?

Maurice Collins and his derby hat are constant companions. Oh, yes, his derby is brown.

Aromas from the Cereal City

Ray

ENGINEER WM. PETERSON and Fireman L. McCracken should be awarded a medal, preferably leather, for service rendered in extinguishing a fire on the east end of the Cedar River bridge July 12th. While on their way to do switching at Penick & Ford the fire was discovered and they stopped the engine and extinguished the fire with the tank hose.

Switchman and Mrs. T. E. Burke are the proud parents of a baby girl born July 12th. Congratulations.

Switchman Frank Hall returned from a motor trip to Duluth. On his return trip he took in the National Open Golf tournament at Interlachen.

The MAC baseball team seems to be having a tough time getting on the winning side of the percentage column lately which is possibly due to the intense heat and other alibis which are offered after each game. We hope to report a better showing in the next issue.

Here's one for Ripley; you can believe it or not. On February 2nd the writer wrote to Car Foreman Klumph asking for his record of a car inspection. At that time the temperature was 20 degrees below. The papers were returned on July 9th and the thermometer registered 100 in the shade.

Switchman Joe Chermak is sporting a new Chevrolet and Earl Colby is also driving a new car. I wonder how they get that way.

A Letter from the H. & D.

D. S.

July 1, 1930.

DEAR GANG!

Say, fellows, if you missed the picnic at Montevideo on June 8 you certainly have my sympathy. It was the hottest thing since the Chicago fire. Everything was swell! Swell day, swell eats, swell attendance and swelling mosquito bites. Ball games and speeches were the main attractions. All enjoyed themselves thoroughly. No fooling!

Evidently a picnic is an excellent means of breaking the ice. It started the ball rolling, for a lot of the boys and some of the gentler sex as well as on their vacations now.

Lloyd Smith, machinist's helper at the Round House, took his family to Los Angeles to imbibe a few gallons of California sunshine.

Miss Jane St. Clair of E. Hoppe's office is sojourning in Chicago, the home town of "Big Bill" Thompson and Mrs. O'Leary's cow. No doubt Miss St. Clair will return with a full fledged gangster's degree. George Dafnis, a checker at the Freight House, is taking an enforced vacation at St. Luke's hospital. George is a victim of that "old devil, appendicitis."

When we called at the Freight Office for the bi-weekly check we noticed an elaborate bouquet adorning the desk of Cashier Leo Lutgen. Oh! Oh! What does it mean? Leo has been considered the catch of the season

for several summers now and by all appearances someone believes in saying it with flowers.

Claim Adjusters L. D. Phelan and Frank Schneff spent a few days at Rapid City on tailoring business. To quote one of our Yiddish friends: "They made somebody a suit."

We are very sorry to lose our trainmaster, M. J. Skord. Mr. Skord has been with us since April 1, 1929, and though his stay here was brief he acquired many friends. Mr. Skord has been transferred to Marion, Iowa, and has departed with Mrs. Skord and their children, Robert and Rose Mary, for their new home.

Mr. Ray Sizer of Montevideo will succeed Mr. Skord as trainmaster. Mr. Sizer is a man who holds the esteem of all and we feel that we are indeed fortunate to have him with us.

The Safety First Meeting held June 16 was well attended, 131 being present. Speaking of Safety First, here is one of the best slogans we have seen on the bulletin board: "Remember that when you lose your temper, you lose your safety first balance." Agent Arthur Bjork of Eureka contributed this one.

Another meeting of interest was the Joint H. and D., S. M. Division, Freight Prevention Conference at Woonsocket, June 17. Among those present were P. H. Nee and A. M. Phelps of Aberdeen; G. A. Van Dyke and O. E. Bradford of Austin; W. F. Ingraham, Mason City; S. F. Philpot, Sioux City, and H. A. Wicke of Chicago.

K. Stohl, caller at the Freight House, spent his vacation at the National Guard camp in Rapid City. M. R. Mewing, another Freight House employee, enjoyed a ten-day vacation.

You can't see Gus Reuland's ball team for dust this season. In the City League (Aberdeen) Gus' outfit is two games ahead of everyone else. The boys can do more tricks with the old horsehide than Gilda Gray can do with her shoulders.

The team is scheduled for a game at Redfield Sunday, July 6, and the following Sunday they will play at Mitchell.

The Reade Mfg. Co. of Chicago has a contract for 15,000 miles of weed killing, using a spray compounded of crude oil and creosote. They now have seven sets of equipment on the road and are using as many Milwaukee extra board men as possible. This company has mixing plants at Aberdeen, Sioux City, Milwaukee and Savanna. Mr. C. F. Schultz has been representing the company in Aberdeen.

We haven't many items for the lovelorn column this month, since June is the month of brides. But we'll let you in on something. Brakeman C. E. Murphy was feeling low. He could neither eat nor sleep and it was impossible to keep his mind on his work, so he consulted a physician. The medico looked him over fore and aft, then reaching for his prescription pad, wrote hurriedly. After sealing the prescription in an envelope, he handed it to Murphy, with these instructions, "Read this carefully when you get home. Five dollars, please." Murphy jumped into the old Oakland and stepped on the gas. Arriving at home, he read, "Marry the girl!"

This is no love letter and I'm no interior decorator as yet, but if the barometer on the extra board drops any lower I'll soon be toting a conspicuous lump on my hip and it won't be my billfold, if you know what I mean.

It was pretty hard to find any news this time. A lot of folks have had operations (won't the telephone lines be busy?), but nothing sensational. Well, I'll just dip my pen into the blueing and do the best I can.

Here are some of the boys I saw while standing in the bread line:

Joe Foran, who was injured in the wreck at Glenham last fall, is around and will soon be swinging a mean shovel again.

Mr. E. W. Hall, of the Agricultural Department, has moved his family to Aberdeen.

"Len" Mashek is buttonholing everyone in an attempt to trade off the motor boat he built a couple of weeks ago. The last few Sundays have been so windy, Len thinks a sail boat or a lawn mower would be more useful, because then his wife could use it.

Have you heard the latest Scotch joke yet? If all the Scotchmen were placed end to end in a continuous line, how they would make a tight band around the world! Not so hot, but speaking of "Scotch," F. L. Richards is contemplating a trip to Canada to visit his son and for other personal reasons.

"Mel" Ayars is spending his vacation in Scotland.

We had a movie special out here the other day and C. E. Murphy and Emil Bechtle were out on the platform posing with their Christmas neckties as early as 8:00 A. M. With wilted collars and anaemic smiles they witnessed the arrival of the special at midnight. Unfortunately R-K-O was not in search for screen material. The eighteen-day diet has not proved successful and they are investigating the Extra Board diet.

"Mike" Skord has been quite busy checking up on ties. Now don't worry, he isn't infringing on Charlie Boland's territory. Mike's variety is the little black tie prescribed for passenger men.

Did you know that Miss Clara Samdahl is an enthusiastic supporter of both the Eighteenth Amendment and the Volstead Act? She returned from Canada recently and reports that beer is fattening.

A number of Milwaukee men enjoyed the Shrine Special pilgrimage to Fargo on May 22. Among those making the trip were Paul Nylan, Charles E. Speer, Bill Hyde, Joe Solberg, Dewey Spink and O. F. Waller. The weather was fine and the trip was an enjoyable one in every respect.

Well, folks, are we all ready for the picnic? We'll hear about that next time.

So long!

P. S.—Our batting average is six reportable injuries in 1930 and our On Time Record for passenger trains is the envy of the entire system. Even the Orient Line managed to get in before dark a couple of times.



Still Smiling

We take great pleasure in introducing to you Mr. Alex Gotsoff, section foreman, guardian of the Milwaukee tracks at Dunlap, Montana. Alex has been in the service since 1910, twenty years. That's a long time, but he's still smiling.

Coast Division

"Kirk"

WISH to correct an impression which may have been gained from what I said last month in regard to Betty having a dog. Believe I started out by saying that, "Betty Gunther has a dog and Elmer," but that statement was perhaps poorly worded, for my attention was called to the fact that Elmer was still free and unattached, and I trust all concerned will excuse the slip of my typewriter. Betty has already named said pup "Stubby," so all bets as to who sends in the winning name are all off.

The Freight Claim Agents' division of the American Railway Association held their meeting in Seattle June 10th-13th, inclusive, and a very profitable and instructive time was had by all who attended. Mr. Negley, Over and Short expert from the Superintendent's Office attended the meeting on the 10th, reporting a very fine time. On the 11th, automobiles were furnished (145 in all) and all those wishing to do so were taken for a trip to the mountain, this being one of the entertainment features and keenly enjoyed by all. The caravan started at Seattle and around through Puyallup instead of coming through Tacoma. Think this was done so as to show all visitors Freemont's country estate and berry farm "Dunmovin."

Section Foreman Samuel W. Young, Section 31, Othello, has terminated his services with the Milwaukee on account of illness and on his Form 966 I find the following: "Mr. Young resigned on account illness and general disability. Age 77 years. Mr. Young was an exceptionally good foreman. Never had an accident to himself or men during his length of service with the Milwaukee." Considering the fact that Mr. Young was a Section Foreman for twenty years his record of no accidents to himself or men is something to shoot at. We congratulate Mr. Young on his record and wish him many years of happiness and health.

To Mr. Charles Homshaw, an employee of the Tacoma roundhouse, goes this month's medal for business solicitation. Mr. Homshaw learned of a lady and her daughter who were taking a trip to Springfield, Ill., planning on going via a competing line, but through his efforts they were sold round trip tickets via the Milwaukee. Thanks, Mr. Homshaw.

Fred Meskimen, warehouseman at Raymond, secured two passengers, Raymond to Chicago, bound for Greece. Much obliged, Fred.

There has been quite a change in the automobiles that several of the folks are driving. Miss Mattson has acquired a De Soto sedan; Mr. Carufel a Chrysler; Eddie Hersog a Star sedan, and Fred Rasmussen an Oldsmobile coach. They all had cars before and traded the old one in on the new one except Rass. The transaction he was mixed up in would not allow of a trade on the old car, or the man didn't want it, so Fred gave it to me. She's a Chev touring, vintage of '24, but vibrates between the depot and Five Mile Lake with regularity, so what could be sweeter? Sure, Fred's a good fellow. Wish me luck, boys, cause I'd hate to have her make me walk home some night when I was hurrying for that swim.

Superintendent Devlin's son, Charles E., who is ticket clerk at Everett, has just been paid the honor of being made district governor of the Active Clubs at their state convention, which was held in Walla Walla June 27th, 28th and 29th. The appointment was announced at the club's meeting held in the Monte Cristo Hotel one night last week. His territory covers the entire Northwest district, including Seattle, Everett and Bellingham.

Leo F. Kord, roadmaster's clerk at Tacoma, gave the necessary tip to secure two passengers via our line, Tacoma to Detroit and return.

Claude Peterson, of Mr. Pyette's office, was responsible for our booking a passenger, Tacoma to Yellowstone Park, via the Gallatin Gateway. Thanks, boys.

Mr. Negley, and perhaps I should say more particularly, Mrs. Negley, has been very busy at the ranch lately supervising the picking of the raspberries. Mr. Negley rustles the crates and boxes out for the pickers in the morning and Mrs. is on the job all day long to see that everything is as it should be. The berries are fine this year and lots of them. Don't know what Charlie intends doing with all the money he will get from the sale of the berries; probably put it into that rockery he has been building; he has everything else but a scenic railway on the place now, and it is hardly big enough for that, although it would be handy to get from the cherry trees to the apple orchard, at that.

Haven't heard of many trips being taken over the Fourth holiday except Betty, who went to Portland Friday and got back Sunday evening. The boys in Portland must have been busy for they saw everything there was to offer and had a fine time.

The position of load dispatcher having been abolished, our old friend Doc Evans has gone to Kittitas substation as second trick operator. Understand for the next month or so he will be very busy putting a little tag with his name on it on every Chink he can find, so that when the day comes that such things are lawful he will know just where they can be found.

The "110" job also has been abolished, which gives Daisy Webb the air. Don't know just where she will bump as yet but she has been around here so long that it wouldn't seem natural to operate without her.

There have been lots of other reductions made, too numerous to mention, and we are all hoping for more business which will bring things back to normal again.

The Brotherhood of Railway Clerks will hold their annual picnic at Redondo Beach, Sunday, July 20th, Tacoma, Seattle and Auburn Lodges combining for a regular time. Everybody brings their lunch, and ice cream and coffee are served free, also milk for the baby. I'll tell you next month who won the fat man's race, etc.

Donald Harrington, Everett local office, secured two round trip tickets via our line, Everett to St. Paul and return, also one to Chicago and return.

Geo. Loomis, chief clerk to Division Engineer R. H. Smith, also is in the limelight for having secured several passengers, Tacoma to Gallatin Gateway, via the Milwaukee.

There may be many more who secured business via the Milwaukee but they were too modest to allow it to become known.

R. H. Vandenburg, our Safety inspector, just returned from Denver, Colo., where Mr. Flanigan had invited him to meet him and attend the National Safety Council Convention. Van reports a good time, HOT weather and lots of good stuff for his Safety First work.

The potato business promises to be good this fall and we are now engaged in building two warehouses to hold the surplus, one at Kittitas and one at Ellensburg. We already have one at Thorp and one at Ellensburg and with the two new ones we can corral all the spud business of the valley.

Saturday morning information was received in the office that Signal Maintainer Emil Schweighart and wife were drowned in Lake Kachess, near Hyak. They were a fine young couple who were fond of the out-of-doors, and will be long remembered by the many Milwaukee friends who knew them. The sympathy of the entire Coast Division is extended to their family. Mr. Schweighart's father and a brother are also Milwaukee employees.

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Madison Division Notes

W. E. F.

SUCH a sizzling day, the 12th, we couldn't pep up much to get notes, but today the breezes are so reviving will try a few.

"Our Florence" of this office seems to be the lucky one to defy weather conditions, taking a dip in one of our famous lakes.

F. W. Liegois started on a vacation today. Didn't say much what he intended doing. Maybe one of those second honeymoons we read about.

We understand Ringling Bros.' Circus are negotiating with B. V. Burth about putting on an act of jumping from a fast moving motor car over cattle getting on railroad tracks. Mr. Harry Cameron will also appear in this act.

Janesville Items

Boilermaker Frank Oliver and wife spent Fourth of July in Omaha.

Our "champeen fishermen"—Engineer Mert Kelleher, Engineer Rawley, Storekeeper Krenke, Engineer Hummel, Firemen George and Harold Haney—I wonder who can tell the biggest fish stories.

Caller Timpany has done gone and left our midst again—again Michigan calleth him for a month or so. Just exactly what is the attraction, George?

Our new freight house is rapidly nearing completion. And is it ever so ritzy? Just one of the showplaces of Janesville now.

For golf information you might ask Fawn Harker. As Joe Bates would say, "Well, now, don't you know."

Switchman Jack McCarthy, with the consent of his wife, has gone into the horse business—let's see, horse trading—yes, that's it.

Would advise Yardmaster Gregory to don a cowbell or wear a siren of some kind—it would save Syd a lot of breath—and spare wear and tear on the telephones.

The Milwaukee Women's Club held their annual picnic June 28. It was an ideal picnic day and brought out a big crowd. A wonderful picnic dinner was served, and did everyone have a keen longing for food after looking over the tasty looking table just crowded with appetizing dainties and otherwise? The crowd surely did justice to it. There were games and prizes and all had one wonderful time. The committee worked hard, and we are all glad to see it a success.

Our president of the Women's Club shows her ability as a poetess. It surely was a fine poem and expressed everything.

S. M. (West) Division

F. W. Linnermeyer

THIRD trick operator's position at Jackson, Minn., has been dispensed with for time being on account of decrease in business.

O. D. Theophilus, first trick operator, Jackson, is doing relief work as train dispatcher at Austin and Madison while the regular train dispatchers are taking their vacations.

On account of serious illness of his mother, Wesley Aldrich, agent, Edgerton, Minn., took a forced leave of absence from his duties for a few days, first part of July, being relieved by R. W. Schulze.

Curtis McCoy, formerly clerk at Austin freight house, has been transferred to position as cashier at Pipestone, Minn., entering into this position on July 7, 1930, displacing R. W. Schulze, who is now doing relief work as an agent and operator.

F. W. Linnermeyer, operator, Pipestone, Minn., spent the Fourth at Minneapolis.

Relief Agent Albert Krueger relieved J. E. Theophilus of his duties from July 3rd until July 7th, at Lakefield, Minn.

Reports have it that some of the small grain crops have been damaged by the intense heat during the week of July 7th to July 12th, the thermometer registering 104 degrees Fahrenheit July 11th. It is claimed that this was the hottest day since July, 1926, but at present the heat has been relieved by nice cool breezes. Indications around this vicinity show prospects for bumper crops.

R. W. Schulze is relieving agent at Garden City and Bryant, S. D., taking charge at Garden City Monday, July 14th and at Bryant Friday, July 18th.

Wonder why it is that we cannot get more news items from fellow employes of S. M. Division. Boys, why not send those little items to ye scribe? Whether large or small, same will be appreciated.

Illinois Division

M. J. S.

Superintendent's Office Static

CONDUCTOR R. L. PIPER came to the rescue of a stranded, starving stenographer on No. 35 the night of June 11th. He deserves special commendation for his courteous attention to passengers in his charge. Here's to say "special" thanks from the stranded, starving stenographer.

Our chief timekeeper, T. N. Bahwell, is the proud daddy of a son, Richard Harlan, who made his appearance at their home in Savanna July 15th. Congratulations are extended to Mr. and Mrs. Bahwell.

File Clerk Miss Doris Calehan spent a few days of her vacation at Madison, Wis., recently.

Dispatcher's Clerk Miss Viola Donohue spent a week at South Bend, Ind., vacationing at the home of her sister and husband. To say the least, it was a memorable vacation that week, for Vi came back to the office with a sparkling "Mogul" on the fourth finger of her left hand.

We are patiently waiting for Virgil and Hubert, of the engineer's office at Savanna, to get their boat in the water before the ice comes; won't be time to give us many rides, we fear. Also wonder if Virgil will install the radio in the new boat; pleasant hours have been whiled away in his little Chevy with the radio programs at his ear.

Lola gave a wire to the operator initiated "G. W. D." Operator Fields questioned who

We recently started on the construction of 700 new refrigerator cars, all of which will be in service by fall.

These, added to the large number already in service, assure patrons of C. M. St. P. & P. Railway an adequate supply of modern type refrigerator cars.

Union Refrigerator Transit Company
MILWAUKEE, WISCONSIN

it was for, and sent the wire back to Lola initialed "G. B. A." (give better address). Lola laughed and returned it initialed "G. T. H." (i. e., go to —). Wires are simplified as much as possible at the superintendent's office!

"Make every day of your life a 'Home Run Day' for SAFETY. 'PLAY BALL'—SAFETY FIRST."

"Setting Up Exercises from Station WGC"

General Yardmaster W. C. Chipman returned from his two weeks' vacation on June 26th. He was relieved by Asst. Yardmaster G. W. Dahl.

Asst. Yardmaster G. Dahl returned from his vacation on July 10th, and Asst. Yardmaster L. R. Kentner left on his vacation July 10th.

Bill Clerk R. C. Wilson has a new idea to cut down the high cost of living and do away with unnecessary labor. Each day at noon one can see Charley plodding his weary way with milk pails in hand toward the Interstate Lunch Room, where he procures a seven-course meal for himself and mother. Charley says in this way he secures different food for the day.

Mr. Lawrence Smith, law student at the University of Illinois, is again in our midst. Lawrence works occasionally as a bill clerk and takes great pleasure in laying the law down to the boys.

Box Packer and City Alderman Andrew Kuhn has secured his 1930 city wheel tax and will not now be obliged to carry his lawnmower from and to his landscape work around the city.

Mr. Richard Lincoln, bill clerk, spends his leisure hours around the fair city of Clinton, Iowa.

Our rotund and jolly bill clerk, George Correll, is seen on the city bathing beach frequently, attired in a beautiful maroon colored bathing suit. George is sure a treat for sore eyes in that bathing suit.

Clerks Walter Mach and Harold Hersey, we understand, are to conduct a Ford endurance test in the near future. The area they are going to travel will take in all of the neighboring cities. Their motive, of course, is to prove the stability of the Ford motor.

Our friend Andrew Kuhn is in receipt of a communication stating that the General Motors Company are contemplating the establishment of a large display room of their products at Savanna. According to the epistle, any type of a car could be purchased at Savanna. We understand, however, that some objection has been raised to their coming here by a local auto dealer.

With Andrew working on the shoe factory site and also busily engaged in the completion

of Route No. 80, we should all get behind him and give him our full co-operation on these new projects.

Switchman Leo Sheedy and family are in Savanna from their home in El Paso, Texas, visiting relatives and friends.

Operator C. T. Welch has erected a new, fancy picket fence around his back yard on Bowen St. Charley has very beautiful flowers and shrubs in his back yard, and the new background has improved the beauty of the spot immensely.

Savanna Car Department Items

Emil Veme, car inspector, passed away at the City Hospital July 3rd, death being caused by tetanus poisoning. He had served faithfully in this department for fifteen years and will be greatly missed by his fellow workers.

We offer our sincere sympathy to Mrs. Veme and children.

Tri-City Terminal News

Yardmaster Hy Louisfield underwent an operation at one of the local hospitals on June 16th, and we are glad to report he is getting along nicely. Otis Jones was appointed yardmaster in Hy's place.

We can't kid Harry Canniff, yard office clerk, about playing golf any more, for Harry brought home the loving cup given in the Y. M. C. A. tournament at Credit Island, recently.

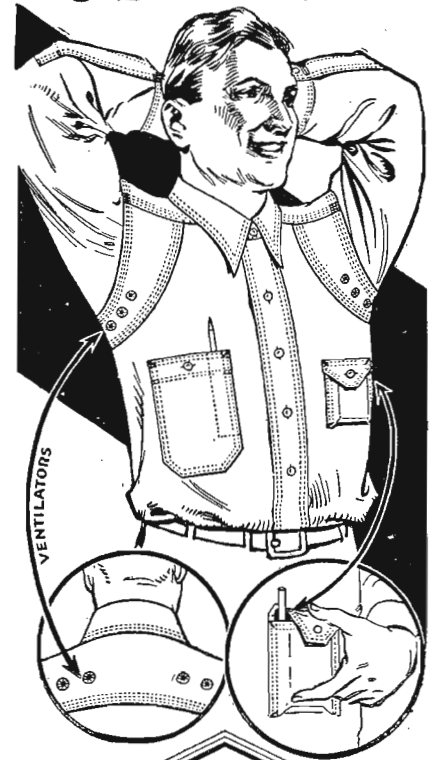
On June 9, 1930, at Mercy Hospital in Davenport, occurred the death of a veteran railroad conductor, Charles Hagerty, who was 83 years of age at the time of his death. Mr. Hagerty was a conductor on the C. R. I. & P. Railroad for about 15 years and on the C. M. St. P. & P for 12 years. For the past 25 years he had made his home with his son Clifford, of Davenport. He is survived by two sons, Clifford, a switchman at Nahant Yards, and another son, Ed. Sympathy is extended.

Sympathy is extended to Fireman Gus Magnus in the death of his son Leslie, who died June 29th.

Bob Carlin, veteran coal chute operator at Nahant, has been confined to his home for the past several weeks on account of sickness. We all hope for your early recovery, Bob.

The Four Horsemen of Nahant have been enjoying their vacations during the last half of June and the first half of July. H. E. Buckingham, ice house foreman, motored to Mankato, Minn., and Fort Wayne, Ind., to visit relatives. F. A. Shoulty, car foreman, drove about 2,000 miles through Kentucky and surrounding states. J. H. Lord, roundhouse foreman, visited in Minneapolis and from there went fishing at Summitt, S. D. F. L. Brenton, storekeeper, went camping on the Meramec and Current Rivers in Missouri, and visited friends and relatives in Sioux City, Iowa. A good time was reported by all.

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Made so you can push a single cigarette up without unbuttoning flap. Eleven other big features will also win your favor.

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1. Sweat Resisting Cigarette Pocket with button flap.
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Every Big Yank is triple-stitched, thread-riveted; guaranteed not to rip. Most good dealers everywhere can show you this new Big Yank. Ask to see this sensational shirt value. If by chance he can't supply you, send \$2.00 and we'll send you two shirts, postpaid.

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Westinghouse gears
can be applied
with any type
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ments.



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They are again loading cabbage at Musca-
tine and the cars are being iced at Nahant,
making considerable work at the ice house dur-
ing the hot weather.

Ed Doyle, foreman on 8 A. M. job, derailed
a car of wheat at Armour and Co., July 12th.
It was too warm for Ed's crew to get the car
back on again, so they had to call out the
wrecker. Guess Kent Parks has let the heat
get the best of him, for we noticed his ab-
sence around the switch shanty for a few days
during the warm weather. Understand Joe
Buxler has taken up golf, buying himself a set
of golf clubs and a gross of golf balls. Here's
hoping you make a good golfer, Joe.

River Division News

M. M.

MR. H. M. PETERSON, yardmaster at
Wabasha, has become very renowned in
Golfdom, having acquired considerable fame
on the local golf course.

Agent L. W. Smock of Winona, was in-
jured in an automobile accident in Milwaukee
some time ago. Mr. Smock has sufficiently
recovered to be able to attend to his duties.
However, he says that after this when travel-
ing he will take the "old reliable," The Mil-
waukee.

Conductor Jake Bohn is a very faithful ad-
vocate of Safety First. He practices it in
his every day work very religiously and reads
extensively on the subject. Recently there ap-
peared an article "Good Breakfast and Smile
Prescribed to Prevent Train Wrecks," and Mr.
Bohn says it certainly is the truth.

Miss Emily Hiddelston, chief clerk for Mas-
ter Mechanic, Mr. John Turney, has been ill
with pneumonia which has detained her from
office duties. We hope you have a speedy re-
covery and return to work soon.

Conductor C. Harrington and Mrs. Harring-
ton went to La Crosse to help celebrate the
Golden Wedding Anniversary of Mrs. Harring-
ton's parents who reside at La Crosse. Un-
derstand that Mr. Harrington furnished an
excellent entertainment and the elderly couple
enjoyed the occasion very much.

Federal Inspector Mr. John Ernst was on
the Division July 7th and 8th, making inspec-
tion of engines.

The marriage of Miss Ruth Ostrum to Mr.
Chas. McDonald of Reads Landing, took place
at the home of Miss Ostrum's sister and
brother-in-law, Mr. and Mrs. Irvin Feddern
of Aberdeen, S. D. Miss Ostrum is the daugh-
ter of Mr. John Ostrum, chief carpenter at
Wabasha, and has been engaged in the teach-
ing profession. Mr. McDonald is employed as
crane operator for the company. Best wishes
and congratulations to Mr. and Mrs. McDon-
ald.

Mr. J. J. Cassin, demurrage inspector, called
at the Wabasha freight house recently.

Agent F. C. Beck and Mrs. Beck spent
the week-end of July 4th visiting friends at
Stillwater.

Mr. and Mrs. Walt Smith of Winona de-
parted for a trip through Yellowstone Park,
Seattle and other western points. Their wed-
ding recently took place at Winona, Mr. Smith
being operator second trick. Congratulations,
and best wishes.

Business at Wabasha has been very good
the past season. The gravel pit has been kept
busy and the work of filling bridges on the
C. V. Division has been finished. With the
amount of wool handled and material for the
new highway being received has kept everyone
very busy.

The Aberdeen Division has a novel way of
advertising its Safety First meetings. "Dugan,"
a beautiful black American Bull Terrier, be-
longing to one of the boys on the division,

is very proud of the sign he carries and of
his friendship with Ed. Croaker, Safety First
representative.

White Coal from Harlowton

"Madam Queen"

HELLO, everybody! How do you like the
weather? Rain, earthquakes 'n' every-
thing.

Saturday, July 12th, at 6 P. M., an earth-
quake was felt by many of our residents of
Harlowton. No damage was reported done.

Pipefitter Clark Kyger had the misfortune to
break both bones in his left forearm when he
slipped off the running board of a passenger
engine while coupling up left injector.

A. J. Hill is acting pipefitter during Mr.
Kyger's convalescence.

Mr. Hobart Aggers has finally become settled
in the role of roundhouse foreman at Harlow-
ton. His associates wish him the best of luck.

Mr. and Mrs. J. P. Retallick spent a few
days on the Madison Division.

Geo. Ellis, storekeeper, reports his family
back from Minneapolis.

W. J. Schecter, hostler, laid off a couple
of days account of sickness. He reports he is
feeling much better.

Mrs. Ira M. Caine and children have re-
turned to their home in Roundup after spending
a few weeks in Harlowton visiting friends and
relatives.

Mrs. Don. Grivetti and family have returned
to Harlowton after spending the winter in Los
Angeles.

Joe Mooney, machinist, announced that he
was now daddy-in-law, his daughter Esther
having entered the conjugal state June, 23rd.
Paul Clemens is the bridegroom. Ben Stevens,
justice of the peace, performed the ceremony.

Well, after Helen from Miles City and Nora
from Three Forks got through writing up the
movements of the RKO outfit during the last
two months, there is nothing left to report on
from this point. Will say, however, there were
a great number of disappointed flappers and
sheiks who had looked forward to getting
"shot" in one or more scenes. Theirs proved
a permanent "fadeout" right from the start.

Mr. and Mrs. Erwin Fuchs are spending a
month with relatives in Minnesota.

Mrs. W. J. Schecter is acting roundhouse
clerk during Mrs. Fuchs' absence.

Mrs. Tom Wilkerson and children are spend-
ing the summer with relatives in Wisconsin.

Y. E. Miyoshi and son Toru, Mr. Yama-
moto and family spent the 4th, 5th, 6th and
7th of July in Yellowstone Park. Mr. Yama-
moto endeavored to get a bear to mind her
own business. His efforts proved fruitless until
after Mrs. Bear had taken a bite of Mr.
Yamamoto's hand. The injured member is
now doing nicely.

'Nuf for this session.

Dubuque Shops Jingles

"Oosie"

SINCE our last column write-up the Angel of
Death has visited several of our employes at
Dubuque Shops, and we desire to extend sym-
pathy to the families of James Cowles, Mike
Kness, Roy Oldridge, Max Wiehl and James
Wiehl, all well known and honored employes
and the loss of whom is greatly felt. But we
must expect and know that—

Every year the Silent Reaper

Gleans his harvest from our land;

Calls upon our fellow workmen,

Takes them to that Wondrous Land

Where they're met by blessed loved ones,

Who have journeyed on before.

Dare we say that death is hopeless,

And there is no other shore?

We would also extend sympathy, due to the

passing of their mothers, to Lloyd and Leonard Mulholland, also William Madden.

We are very glad to welcome back our old friend E. Kiesel as yardmaster at Dubuque Shops. (This doesn't mean, Howard, that we won't miss you, especially we hitch-hikers.) Come up and "swop lies" with us from your down-town office, won't you?

The other day 'twas very hot,
We couldn't even sneeze;

Along came "Windy" Gambles and—

You should have seen the breeze.

(Which proves that everything is good for something.)

We miss Herman Belitz (and his good frau), who have returned to their old hunting grounds (Minneapolis). We'll be glad to see you in Iowa again betimes.

Lester, Lester, mercy me!
Everybody does agree—

You should have a guardian, dear,
To keep you safe from bad men near.
They tried to rob our precious boy
Of his very choicest toy—his watch.

(P. S. The victim was willing to let them get by with it, but Prof. "On the Job" Frick played the hero part—as usual.)

The day is set—

And wedding bells

Will chime so very sweet,

For a little girl,

Not very tall;

In fact she's quite petite.

Georgina, dear,

Will marry Charles

On the 19th of this July.

Congratulations to this happy pair
Are sung from far and nigh.

Bernice, we apologize for getting you in the wrong pew—have your correspondent cease his (it couldn't be a her) abbreviations, they're often misleading, don't cher know. Wayne will probably marry that Indian girl after all, so what's the use of argufying?

What shall we say about baseball?

Our new field has gone over beg—

Opening night was like Comiskey Park,

But we're in the Industrial League.

Of course the list we're not heading—

(Our horse shoe got lost in the shuffle.)

But the boys have sure been faithful

And lived through many a scuffle.

Eeny, meeny, miney, moe, where did you on vacation go? Some went east and some went west—and some decided that home was best (the days it was one hundred in the shade, especially!)

Idaho Division

R. C. P.

THE following letter was received by Machinist Henry Latham, who is employed at Othello, from a delegate who is attending the convention of the Washington State Federation of Labor at Spokane, and speaks for itself:

"As a delegate to the Spokane Convention of the Washington State Federation of Labor, commencing on Monday, July 14th, I expect to be on the Columbian No. 18, Sunday afternoon passing through your city. I suppose there may be others in the party going over that you may know, and be glad to see again, as I have spent considerable time getting pledges for the Milwaukee Road, and expect at least 25 to 50 to be on this train alone. We have featured the Milwaukee as the only union road going to Spokane and I feel sure that, outside of those driving their own cars over to Spokane, I look for very few to patronize any other road."

"(Signed) R. LOEWE,

F. S. No. 79, Hope Lodge,
International Assn. of
Machinists, Seattle, Wash."

Boosting the Milwaukee certainly makes a hit with the boys. Roundhouse Foreman Waterstratt and Machinist Henry Latham lost no time in getting this letter in for these pages.

Operator Gus Meyers and Roadmaster's Clerk G. E. McMannon, St. Maries, played a dirty trick on Demurrage Inspector H. W. Fluecke, of Missoula, when he was in St. Maries recently. Mr. Fluecke expressed a desire to go fishing, so Gus and Mac took him out to the point in Benewah Lake, where the rubbish is dumped, and told him to cast out and pull in. The first catch was hauled in after much excitement and turned out to be an old No. 12 shoe. Repeated tries brought up tin cans and coal buckets, etc., nothing in the way of fish, however. Mean trick!

Conductor Geo. W. McGee, St. Maries, is laying off, entertaining his brother Chris and family of Miles City.

Engineer Chas. Hankins and family of Malden spent a pleasant vacation at Williams Lake during the first part of July.

Conductors Frank C. Terrien, W. J. Hennessy and Chas. Donovan of Malden called to say "Hello," recently. Just like seeing home folks.

Roadmaster's office, St. Maries, has been abolished and Roadmaster R. W. Gallagher, O. Bakke and C. R. Strong have had their districts extended to take care of the territory formerly in charge of Phil Richardson.

Iowa Middle and West

Ruby Eckman

WITH the thermometer registering 99 to 101 in the office for several days, it is nothing less than downright devotion to a cause, which prompts one to remain at the office after quitting time to write news for anybody, but since we have been writing news for the Magazine ever since it started, what are a few more drops of perspiration between friends and fellow employes who want to know what is going on around the Iowa Division? If it takes extreme hot weather to make corn, Iowa should have the usual bumper crop.

The California Elks who had their special train to the convention routed via the Milwaukee, will no doubt remember their stay in Perry. They traveled east on July 5th. The mercury was well above the 90 mark that day, so Assistant Superintendent Dodds, who was with the special train, arranged with the Perry Elks to furnish cars when the train came in and take some of the party to the municipal bathing pool for a dip. About fifty of the party took advantage of their chance for a cool swim and were very complimentary in their remarks of their treatment by the railroad folks and the Perry Lodge of Elks.

Machinist Thomas Connell and wife had a nice vacation trip in June and July when they drove to New Orleans and along the west coast of Florida, where they visited Tom's parents; on to Key West and back home by way of Washington, D. C. They drove a few miles less than five thousand and had a most pleasant journey.

Mrs. D. M. Fiske, whose husband will be remembered as the passenger pilot between Council Bluffs and Omaha for years, has been visiting old friends in Iowa and Nebraska. Since the death of her husband she has been making her home in Los Angeles. She was a guest at the home of Engineer Hiram Colburn in Perry.

The fish stories have been circulating with great rapidity along the line the last few weeks since a number of the local railroad folks have returned from Minnesota and northern Iowa on their fishing trips. The biggest fish in the lake was the one which got away from Art Law, when he and a party of friends

Relieved of a Severe Case of Hemorrhoids

R. A. Hemann, a Chesapeake and Ohio
Engineer, Urges All Who Are Suffer-
ing from Rectal Troubles to
Write The McCleary Clinic

R. A. Hemann of 1313 Lexington Avenue, Ashland, Kentucky, an engineer for the Chesapeake & Ohio Railroad, who was entirely relieved of a severe case of Hemorrhoids (Piles), urges all railroad men or members of their families who are afflicted with rectal trouble of any kind to write The McCleary Clinic, 2551 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book which fully describes the McCleary treatment. Mr. Hemann suffered many years before taking the McCleary treatment but was completely relieved and is now back on his run. The McCleary treatment is endorsed by thousands of other former patients, including railroad men from every section of the United States and Canada. There is no cost or obligation in writing for this book.—Adv.

were at Deer River, Minn. Frank Hoes, who was a member of the party and who is known for his record for truth and veracity, is authority for the statement that the muskie which Art failed to land weighed at least fifty pounds, as they had a new silk line tested to thirty pounds and the big fellow backed right away with it. Other big fish tales have been told by Bill and Jerry Cummings, Fred and Robert Peterson, Ed Krull, Jerry Heinzelman and Hop Lee. Mrs. Lee claims the record for Okoboji, when she landed a pickerel weighing 14½ pounds and measuring 40 inches. We know Mrs. Lee pretty well, so we will believe her story since it was substantiated by her husband.

The call of the country brought Mrs. Howard Gentine and children from the city in July for the usual summer outing on the farm of her mother, near Perry. Mrs. Gentine will be remembered as Grace Thornbrue, who worked as stenographer at Perry and Savanna before she gave up the job to enter matrimony. The Gentine family live in Chicago.

Mrs. John Conway and daughter Mary had a nice trip to Utah, Washington, Oregon and California during July and August.

Miss Dorothy Lutze, daughter of Charles Lutze of the Car Department force, will leave this fall for Portland, Oregon, where she will supervise play and music at the settlement center in that city. A big family gathering was held at the home of relatives in Van Horne over the week-end of July 4th in her honor.

Engineer Charles Nath's wife came down from Moberg, South Dakota, in June and brought her young daughters to spend the summer with relatives on a farm. Soon after her return home Caroline, one of the girls, suffered an acute attack of appendicitis and had to be taken to a Des Moines hospital for an emergency operation. Mrs. Nath returned to Iowa to be with her daughter and accompany her home as soon as she can make the trip.

Conductor Joe Bryant's wife and son and her two nieces had a rather thrilling experience. The folks were all in the Bryant car on their way to Dunning, Nebraska, where the girls

live, when something went wrong with their ear and in an instant they were in the ditch. The accident happened so quickly Mrs. Bryant was unable to determine just what had occurred. The car was badly wrecked but the occupants all escaped with slight injuries.

On June 24th Engineer J. J. Brown, one of the veterans of the Iowa Division list, died in Omaha after he had taken his train over from Council Bluffs preparatory to making his run home. "Jake," as he was affectionately called by all who knew him, had been in the best of health and had been working steadily for some time. As was his custom, he went to the restaurant while his train was standing in the Omaha station and it was while eating breakfast that he was stricken with a heart attack and died within a few minutes. The remains were brought to Perry that night and funeral services held on Friday. The church in which the services were held was taxed to capacity with friends and fellow workmen of Mr. Brown. His three sons, Engineers Frank and Seymore, and Lewis, a railroad carpenter, and his daughters' husbands, Guy Ruby, Harry Hull and Charles Salzgeber, also railroad men, acted as casket bearers. Jake was born in Switzerland June 25, 1851, and lacked one day of being 79 years old. He had worked for the company over fifty years, and a few weeks prior to his death had been a guest of honor at a gathering of the engineers, when he was presented with a badge denoting forty years' membership in the engineers' organization. He was a member of the Masonic bodies in Perry and the Mystic Shrine in Des Moines.

Engineer Charles Hunt, whose wife died about five months ago, was called upon to mourn the loss of his infant son Van. The little one, who was being cared for by a family in Perry, where Charles could spend considerable time with him, was sick only a few days.

Conductor W. H. Brown's wife and daughters went to Lima, Ohio, in July, having been called there by the death of a relative.

Engineer M. J. Hildrith, who has been in New York for several months, has returned to his home in Perry. Mr. Hildrith went east for a visit with his brother, and while there fell and broke his hip. He was confined to a hospital for several weeks and just recently was able to make the trip home, so his son Mason, who is employed in the Store Department at Perry, went to Little Valley to accompany him home. Mr. Hildrith is able to get about on crutches.

Robert H. Gilliland and H. C. Gustafson, who have been working on the East Iowa Division and branch line, have returned to the Middle and West Division for service. Mr. Gustafson was agent at Long Grove, but the station has been closed, so he is working extra on the West and Middle till the next bulletin is issued.

The Iowa Division lost one of its oldest and most faithful agents July 10th, when Freeman Doyle, who has been agent at Neola for many years, died at a hospital in Council Bluffs, where he had been for a few weeks for treatment. Mr. Doyle has worked for the company since 1891 and for many years was agent at Neola. Funeral services were held in Neola.

The far-reaching extent of the Milwaukee Magazine as a medium for dispensing news was demonstrated recently when Engineer Billie Rait of Perry received a letter from Dell Gibbs, who lives in Jacksonville, Florida, when he is not traveling around the country. Mr. Gibbs worked as an engineer at Perry in the early eighties and his letter brought out some interesting facts about some of the real old-timers. Mr. Gibbs had read in the Magazine an item concerning Engineer Rait and learned in that way that he was still running an engine,

and living at Perry. The correspondent also recently heard from an old schoolmate who had read a copy of the Magazine and saw that her name was still the same as when we used to slide down Freeman's hill together in Savanna, years ago.

Conductor Fred Tomer's wife and son Donald started a six weeks' trip through the west on June 20th. Reports indicate they have been having a fine trip.

Clarence Council, yard clerk at Perry, was the Perry delegate to the Elks' convention at Atlantic City in July.

Mrs. Robert Hildrith, daughter-in-law of Mason Hildrith of the Store Department force, died July 11th following a five weeks' illness. Mrs. Hildrith leaves beside the husband and other relatives, an infant son.

Kenneth Swift, son of Engineer Charles Swift, went to Duluth, Minn., to spend the summer, as he has a job on the big power plant being erected there. He will return in September and enroll at Iowa State College at Ames, for an engineering course.

Fireman Fred Schloe, who has been on sick leave for a long time, was at the Mayo hospital in July for an operation. Fred had accompanied his son, Conductor Adolph Schloe and his daughter and family on a trip to northern Minnesota and stopped at Rochester on his way home for an examination and found that the operation was necessary. It was performed on July 12th.

Signal Supervisor Walter Ivey was in Milwaukee to attend the farewell banquet given for Mr. Mill, who recently retired.

Mrs. E. Collings, whose husband was for years the chief carpenter on the Iowa Division and on lines west, has been critically ill at her home in Perry for some time, with not much chance for any decided improvement.

Machinist Charles Johnson and his son-in-law Carl Fish, also of the Milwaukee round-house force, were among the lucky fishermen who went to northern Minnesota to fish in June.

Dr. La Verne Utterback, son of Conductor Clyde Utterback, who graduated from Still College of Osteopathy in Des Moines, and who successfully passed the state board examination, has opened an office for the practice of his profession at Guthrie Center, Iowa.

La Crosse Division Items

Eileen

WE were all quite comfortable and happy until someone looked at the thermometer and exclaimed most indiscreetly that it was soaring around in the 90's or maybe the 100's, which made us warm all over again.

Dispatcher J. C. Brown, wife and son Harold are spending a vacation in South Bend, Indiana. Mr. Brown relieved Chief Dispatcher Kilian while he and Mrs. Kilian were enjoying their vacation.

Mrs. Leila Croft and Engineer Geo. Gibson were married in June. Wish to offer our belated, but sincere, best wishes for a long and successful life together.

Effective July 1st Trainmaster W. J. Whalen was transferred to the Dubuque Division, with headquarters at Dubuque, as trainmaster.

A. D. Finegan, agent at Kilbourn, with Mrs. Finegan has returned from a tour of the west. The return trip was made through Canada and was most enjoyable.

Robbins Bros. circus spent most of the third week of June on the La Crosse Division and there have been many interesting stories afloat since.

The circus carried 150 men and 100 beautiful ladies. Perhaps that is what induced Conductor Colgan, Brakemen Wurm and Valiquette and

Traveling Engineer Little to be on hand to help set up retainers. During the course of events, Pea Soup Valiquette was awarded a most unusual opportunity. Chief Little Ox, of the circus, permitted him to purchase a doily for \$100.00. Not long after, however, Pea Soup found that the sale price was fifty cents. A string of beads, composed of beautiful sea shells from the South Sea Islands, separated by rare gems, was purchased by Bill Colgan for two-bits. Just to show you how great the business depression is he was unable to sell them for the four-bits he asked.

In this day and age of record breaking achievements, Roadmaster Tony McMahon chose an appropriate time and place to display his abilities. No, not in the air, but in the Land of Nod. Guess he practically backed Rip Van Winkle off the map.

Ralph Jorns, clerk in the yardmaster's office at Portage, has just let us in on a secret. He became the proud papa of a fine young son, Russell, on May 6th. Don't know just why he was holding out on us.



On July 5th we had seven trains carrying troops to Camp Douglas for their annual encampment, in addition to other trains going to Camp McCoy. On July 13th there were excursions from Milwaukee, Beloit and intermediate points to Camp Douglas for Governor's Day. On July 16th and 17th there were some movements of Infantry from Camp Douglas to Camp McCoy, where they joined forces with the artillery, making a total of about a thousand men engaged in battle, as in actual warfare.

The new "NO PARKING" signs placed near the passenger depot at Portage are the bane of Mike Keaveney's life. They keep him dreadfully busy. The first one to violate the new traffic ordinance was Asst. Superintendent Ray Falck. Mike immediately attached a tag to his car and we understand that Ray was not able to drive his car for a couple of days. Calls were made to the police station, at Mike's office and at his house. Mike is smoking some pretty nice cigars now, so I presume the charges were cancelled.

Switch Engineer John Mosher has returned to his work in La Crosse yard after spending a month visiting in Canada. Canada is about as popular as Cuba, only being hot weather, 'spect they would rather go north, so they put on their best bib and tucker and hike for Canada.

Passenger Conductor E. J. Brown has moved into his summer cottage on the Mississippi River, where he expects to spend the rest of the summer.

Cocky Long and Bill Colgan staged a little camping expedition week-end of the 4th, but before leaving it seems they made some rash promises about supplying fish for a few Sunday dinners, etc. The fish just never did show up and Cocky says they had them once, but they spoiled before he and Bill got home. Forgot to mention that the fish were cleaned and all ready for the frying pan. Love's labor lost.

Fullerton Avenue Building

A. M. D.

MARTHA FEINDT, of the auditor of expenditure's office, is to leave us and make her home in Kansas City after her marriage, August 2nd, to Bernhard Larson of Iron Mountain, Michigan. Saturday, July 19, a shower was given for the bride-to-be in the Women's Club rooms and Martha received many lovely gifts from the forty girls who attended. Au Revoir and happy days, Martha.

Fyrne Gleason, of the Freight Claim Department, married F. A. Kersting on July 12. There will be no more typing for Fyrne as she will have plenty to do taking care of the flat at 6101 Sheridan Road. Her fellow employees presented her with some beautiful assorted gifts.

Margaret Kryschka, of the Central Typing Bureau, was the recipient of a miscellaneous shower arranged by some of her fellow employees. She will be married in August.

In the July Magazine we advised you to read an article in the June issue pertaining to the "movies" that were taken on our Rocky Mountain Division. There is a continuation of this article in the July Magazine on page 25 under the caption of "Hot Shots from the West T. M. Branding Iron," by Helen Kirwan. Do not fail to read it.

Mr. R. Podgett of Deer Lodge, Mont., is working in auditor of expenditure's office. He was connected with the Division Accounting Department at Deer Lodge.

Lena Augard, now Mrs. Truelsen, was injured in an automobile accident. She sustained a scalp wound and was badly bruised.

Roy Schiffer of the ticket auditor's office, better known as "Hard-to-Get," has finally been "nailed." He has presented a solitaire diamond to some lucky girl. No doubt the girls located in this building will burst into tears on hearing of Roy's decision.

Belle Katch of the Central Typing Bureau, was married to Nathan Esarove on June 29th. They spent their honeymoon at Kilbourn.

Mina Drebes, bookkeeper in the freight auditor's office, reports a good time with the Turn Verein at Buffalo, N. Y. Just too late, Mina, for German night of the U. S. Military Show at the Stadium, but we understand you saw the fireworks the last night.

Louise Sass of the Central Typing Bureau, was married to the Rev. Martin Elz on July 9th at St. Luke's Lutheran Church. Henrietta Urbach of the same department was bridesmaid. We understand they will reside in Denver, Colo.

Jim Garland, of the overcharge claims office, surprised his friends recently by announcing the existence of a Mrs. Jim. Best in the world, Jimmy.

We wonder if Mr. W. H. Nickels is still hunting for the one thousand Frenchmen supposed to be hidden in the wilds of Hatchet City.

Mary Skord of "D" Bureau, car accountant's office, was married July 19 to Albert Taddei. Congratulations and good wishes are therefore in order. But remember, Mary, while the honeymoon is very blissful it takes some other forms of sweetness to make the apple pie taste right.

Elmer Berry is spending a month's leave of absence on a farm in Wisconsin where, it is reported, he is recuperating rapidly. Can't keep a good man down!

Anyone desiring to trade a Ford "puddle jumper" for a big six Chrysler car, see Frank M. Smith of the freight auditor's office.

Clarence Cassidy, of the freight auditor's office, is spending an extended stay in California.

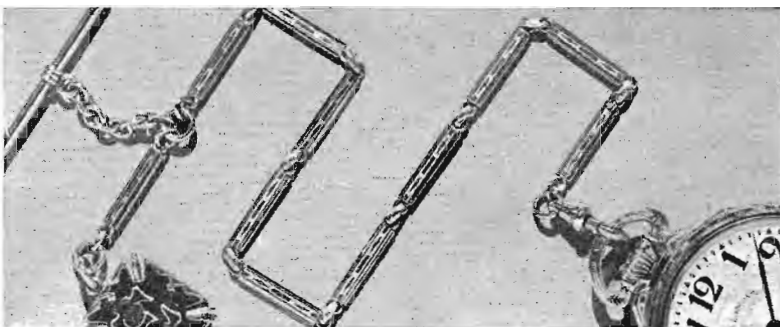


A
good watch
deserves a
good chain

SIMMONS CHAINS



The swivel says
it's a Simmons



Now that the vacation season is here traveling is in order. Bill Nash and Al Bardell went east. Allan McSween drove up into Michigan; M. Swanson just came back from Excelsior Springs, Mo., and W. A. Feindt is spending his vacation in Detroit.

Frances Madden, of "D" Bureau, has resigned her position, becoming effective July 1st. It is understood Mrs. Madden will devote her time entirely to her home duties which, we hope, will prove as pleasant as the year spent with us. We hope to hear from you again soon, Frances.

Several friends of Mr. A. J. Frandsen are wondering about the gold fish pond in his back yard. Are the cats still eating gold fish, Adolph?

"What-a-man" Hoffman, pride of Mr. Heuel's ball team, claimed to have a hit in his system at the beginning of the season. He must be keeping it a secret, though, as it hasn't appeared in three games. No question about it, Eddie sure talks a swell game of ball.

Charlie Hill, head clerk of our Manifest Bureau, was on a fishing trip in Wisconsin early in July, returning, however, with the evidence of the big ones hooked during his stay. There were so many large ones caught up there and with everybody taking pictures of them the drug stores ran out of films, depriving Charlie of the opportunity of photographing his catch. Perhaps conditions will be improved on your next trip.

As heralded in last month's Magazine, the Norwood Park Cannery Co. is now ready to open in full blast. At a directors' meeting held at the home of Mr. John G. Kreiter, the following were chosen to head the organization for the balance of the year: O. W. Reinert, chairman; J. G. Kreiter, president; A. W. Gentzke, first vice-president and secretary; Alvin G. Payne, treasurer and plant superintendent. Sorry to hear of the resignation of Mr. E. C. Heimerle from the corporation. Mr. Reinert, chairman, reports tomato crops in great shape and that he has a new method for sealing cans. Watch for particulars regarding stock in this new company.

THERE'S many a man as proud of his watch as he is of the road he works for. He can count on it, must count on it, for the right time every time! . . . Isn't it natural, then, that railroad men have always turned to Simmons Chains to guard their fine watches?

Simmons Chains are strong, substantial, and good to look at. What's more, they're able to stand a lot of handling, even from hands that come in contact with grease and oil and dirt. The attractive green and white gold-filled chain shown below, 31593, was designed especially for the 23-jewel combination Bunn Special, model 28, and costs \$9.75, alone. Many others can be seen at the watch inspectors'. R. F. Simmons Co., Attleboro, Mass.

We asked Railroad Men what they wanted in a Cigar . . . then produced



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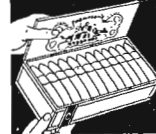
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OBSERVATION must please you, or you don't pay. Order a box at special introductory price of \$3.75, box of fifty—smoke several and decide for yourself. Buying direct you save 25% on your smoke bill. If you give us the name of your railroad and your position (no further reference required) we'll make shipment on open account, and bill will follow after you've had a chance to actually try out the cigars. . . . Be sure to let us know whether you prefer perfect or straight shape.

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"FRESH FROM OUR SUNLIGHT FACTORIES"

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Many world leaders are ex-telegraphers. Big money—Adventure—Travel—reward men who know code. Learn easily—quickly—with TELEPLEX, Master Teacher. Write for folder K8, TELEPLEX CO., 76 Cortlandt St., New York.

LEARN
TELEGRAPHY
AT HOME
WITH

Teleplex

Pete Meyer of the ticket auditor's office, a Northwestern U. Alma Mammy, has purchased a bright and shiny Ford. Heaven help the poor co-eds now.

See M. Mortenson and J. Goodenough for a whale of a fish story.

S. C. & D. Items

M. F. Kasak

YOU ought to see Engineer Harry Hopp these days since he's being grandpop. The boy weighed nine and one-half pounds, mother and baby both doing well. Grandpa is not sure whether he'll be a civil or a locomotive engineer.

First Trick Operator E. E. Lovejoy has returned from a ten-day vacation. He must have spent his time just resting because he did not have the usual tired out look of a vacationist.

J. G. Kasak and wife spent a few days in Sioux Falls visiting friends during the first part of July. They also visited in St. Paul and Milwaukee, after which they returned to Liberty, Mo., where Glenn is employed on an engineering party.

We regret at this time to advise that Extra Gang Foreman George Halbman died at his home in Merrimack, Wis., May 26th, after a brief illness of only four days. Mr. Halbman entered the service of the Milwaukee in May, 1888, at Aberdeen, S. D., as section laborer, being promoted to foreman in charge of the gravel pit at Ethan, S. D., in April, 1890. In the year of 1891 Mr. Halbman took charge of an extra gang and continued with same until the time of his death. Mr. Halbman was in charge of the gang that laid the rail on the Platte Line in 1900.

Henry Miller and family spent July 4th in Chicago. Hank stated that he was going to give the big city the once over and let us know all about it on his return.

Extra Gang Foreman George Popper spent the 4th of July with his parents who reside at Clutier, Iowa.

Section Foreman Herb Anderson spent the 4th of July week-end at Akron, Iowa.

Messrs. E. F. Rummel and E. W. Lollis spent a day in Sioux Falls during the first half of July.

We had eight days of real summer weather beginning the 4th of July. The temperature ranged from 95 to 101 degrees and brought forth much complaint from everyone. Assistant Engineer Morton said that he could be much more comfortable sitting a-straddle the Equator than he was during the recent hot spell. It is a good thing that the temperature finally broke, as the girls in the superintendent's office threatened to hold an unofficial bathing beauties' contest. Fay Ness, of the train-master's office, was reported as cooling off by dispensing with her hose.

The extra gang on the Sioux Falls Line is now working out of Westfield ballasting the new rail at the rate of about one mile per day.

Pete Forsberg is one of the boys from Missouri. He does not think that W. S. Morton and party are building him a brand new roundhouse and Mr. Morton has asked that this item be placed in the column for Pete's benefit. Construction of the new roundhouse is now about ten per cent complete. Better make arrangements for a moving van, Pete, as you will be able to move in most any day now.

Mrs. Morton returned from Chicago the other day after having some personal belongings shipped to Sioux Falls. Mr. Morton was largely responsible for that trip as she brought back a specially trained electric fan for him.



The Milwaukee Road Diamond Ball Team

READING from left to right: Lester Comstock, Gene Larson, Mike Ahern, Emil Rachner, Earl Tadsen, Firmin Alexander, Ed Roers, Bob Noot, Art Gerber, Curtis Burns, Harry Nee and John Ritter, official scorekeeper. Ed Hortenbach, Carl Holmgren, Jimmie Hayes, Tony Schwab and Earl McGuire are also members of the team, but did not get in the picture. The Milwaukee Road Diamond Ball Team is entered in the Minneapolis Amateur Diamond Ball Association and play their scheduled games on Wednesday nights at the Parade grounds. They have been getting some very good advertising for The Milwaukee, as they have been getting on the front page of the Minneapolis Star at least once each week, and a week ago came out with the above picture spread on the front page. The team is planning for next season in which they hope to have a better record; as this is their first, naturally they haven't a very good record. The team is managed by Firmin Alexander and captained by Emil Rachner.

Twin City Terminals

Mac

MR. AND MRS. E. H. BANNON took a trip last month to Winnipeg. Mr. Bannon says they attended the Superintendents' Convention held there on June 19th. We wonder if that was the only reason.

Scribe noticed that E. H. Bannon, Jr., is now third cook on the Columbian. Mrs. Bannon won't have to make pies this winter for the family.

Mr. Frank Rogers has returned to Mr. Christoffer's office from South Minneapolis. Glad to see you back, Frank.

Conrad Hagen, secretary to Mr. O. N. Harstad, was a welcome caller at the local freight office July 10th.

Mr. A. F. Alexander, Signal Department, is appointed assistant signal engineer, with headquarters at Milwaukee, Wis. Congratulations, Alex.

Mr. R. S. Bentley of Terre Haute has been appointed signal supervisor with headquarters at Minneapolis.

We regret to hear that Elizabeth O'Brien, telephone office, was in a serious auto accident last month. She is still in the hospital at Winona.

On June 26th Alice Hemsey, stenographer in Mr. Bannon's office, was married to Mr. F. J. Mandery. They spent their honeymoon in northern Minnesota. Her friends wish them both success and happiness.

Notice Don Sullivan, local freight, and Edw. Harder are spending two weeks' vacation at Deep Haven, Minn.

Duke Walsh, from Mr. Kurzejka's office, South Minneapolis, has accepted the position of stenographer in Mr. Bannon's office.

Frank Peel, cashier's office, spent his vaca-

tion at Piquet Lake. Mop McClusky spent most of his vacation fishing and telling us about the big ones he caught. We think it is just one of those "fish stories."

Lawrence Johnson spent his vacation getting his car fixed up for the trip he didn't take.

Cathryn Nicholson visited last month with her mother at Fletcher, S. D., and a friend at Sioux City, Ia.

Understand Fred Johnson, while on his vacation trip, was some sleeper; had to have his head tied up so he wouldn't lose it.

Our "Bobby Jones" Wareham is spending his vacation at the golf tournament getting pointers to improve his score in the Milwaukee team.

Charley McCabe, grain clerk, local freight, fractured his shoulder and will be unable to be back to work for a couple of months. We understand he was playing a game at a picnic, slipped and fell. Charley, it doesn't pay to be chasing the ladies around.

Robert Noot, the local baseball star, recently tried his hand at golf. Bob's 74 on the first nine at the difficult Hilltop course proved rather expensive. About nine more holes and he would have gone home in his "shorts." Several times Bob forgot himself and thought he was bowling. The old man's game is too tough for you, Bob.

Toney Schwab went fishing up north on his vacation and returned with a nice catch of over-size minnows. Toney must have had a hard time landing such a catch.

Art Gerber, Carl Holmgren and Frisby Noot engaged in a round of golf, it being Frisby's fourth and last attempt at golf. The two veterans, Art and Carl, had the best scores, while Frisby shot at 74—for the first nine holes.

Art Gerber says Horton Smith will win the Open, while Toney Schwab thinks Al Capone will be there at the finish.

Our kittenball team almost scored a victory but were nosed out 8 to 7, this being the closest score so far this season.

Manager Alexander says he will continue to shake up the line-up until he gets the winning combination, then start a croquet game.

Art Gerber has started negotiations for a new car. Art says he'd like to have a Chevrolet truck, but he can't get a trade. All he has been offered so far is enough gas to get it out of town.

How Elmer Peterson can hold up his trousers on his 44 shape with a 36 belt has been solved—it's simple—just keep moving the belt down.

Nellie Sullivan has not been the same since she saw the poster showing we are going to have a wild west circus in town. Nellie says if it wasn't so nice to work in the Accounting Department she would go back west, where men are men, etc.

I. & D. Notes

M. G. B.

CARL DONOVAN was observed one Saturday afternoon at East Park, earnestly dredging the stream, for fish we presume. He

was ably assisted by a drove of small boys. The results obtained from a few moments' observation were that he fished up one auto fender, three tin cans, one coil of spring and other objects, name unknown. Carl always works hard, no matter what he is doing, don't you, Carl?

Wm. Shea and J. McDermot, of the Olympic Commissary Co., visited at Mason City, June 19th, on their way to Chicago. They were accompanied by Mr. Ingraham.

The Women's Club held their annual picnic at East Park, Mason City, Ia., June 25th. A ball game between the Superintendent's Office, the Trainmasters' Office, and the Engineering Department and the Store Department was played. The Superintendent's Office won with a score of 9-7. There were games of all kinds, and judging from the looks of the clerks in all departments the next day, a large time was had by all. There were quite a few casualties and it was hard for the various participants to get around the next few days, but all seemed to enjoy it.

Our congratulations and best wishes are extended to Mr. and Mrs. Henry Stark, who were married at Mason City, Ia., June 18th. Mrs. Stark was Myrtle Tritchler, daughter of W. E. Tritchler, chief carpenter, of Mason City. Mr. Stark is employed as clerk in the Engineering Department at Mason City.

Mr. W. F. Ingraham attended the funeral of Ace Webster at Spencer, June 23rd.

Taxis are a good reliable way of getting places, aren't they, Ruth?

Mr. and Mrs. George Smith, Mason City, were called to San Diego, Cal., June 27th, on account of the death of Mr. Smith's father, who was killed by a fall at his home at Santa Ana.

E. M. Stanton, yardmaster at Mitchell, paid the local offices at Mason City a visit on June 23rd.

L. R. Meuwissen, chief dispatcher, Mason City, helped himself to some of his vacation the first part of July. Understand he took a short trip, but couldn't stay away from the railroads.

Our sympathy is extended to Henry Reihle and family at Fort Atkinson, on the death of his wife, July 2nd.

C. E. Mutschler, chief clerk in the Superintendent's Office, and his son, William, spent July 4th at Dubuque, with relatives.

Hazel Hodges, formerly employed at Mason City Offices, was married June 28th to Trevor Vaughan Jones, at Minneapolis. A wedding breakfast was served at the Auto Club, Bloomington, on the Mississippi. They went to Winnipeg, Canada, on their trip.

Art Holmgren, chief clerk in the Store Department at Mason City, spent July 4th and that week end in Minnesota, on a fishing trip.

Mr. Christoffer and Mr. A. Daniels were at Mason City, July 9th. Mr. Christoffer, Mr. Daniels, Mr. Ingraham, and Mr. Bost went out on a motor car from here to inspect the west division.

M. J. Ramsey and wife were called to McAllister, Okla., on account of the death of Mrs. Contell, Mrs. Ramsey's mother, July 7th.

F. M. Chase, agent at Hartley, took a two weeks' vacation the early part of July. R. A. Schull relieved him.

Mr. and Mrs. Guy Davis and daughter, Beatrice, visited in Chicago over July 4th.

Mr. and Mrs. Paul Craven and family visited at the home of C. F. Craven, engineer, early part of July.

W. G. Powrie of G. Tornes' office, Chicago, was a caller in the city July 3rd.

M. T. Skewes, superintendent of the I. & M. Division, Minneapolis, was a visitor at the local offices in Mason City, July 1st.

Mr. and Mrs. William Ingraham, Jr., of Omaha, Mr. and Mrs. Ralph Duff of Chicago, and E. C. Ingraham of Libertyville, Ill., were visitors at the home of Superintendent W. F. Ingraham, the early part of July.

Yardmaster F. H. Dickhoff left the first of July for a fishing trip to Lansing, Iowa.

Ignatius Jarosh spent the week end of July 6th at Charles City.

D. C. Bolton entertained friends from Madison, Wis., and from Savanna, Ill., the week end of July 4th.

Sorrow is often mixed with joy; for example: W. H. Woodhouse lost a valuable dog, but when he found him again also discovered he had a two days' board bill to pay.

Julius Weile, trainmaster's clerk, entertained friends from Sheffield at a picnic, July 10th.

Ruby Potter, of the Master Mechanic's Office, Mason City, was a delegate to the Business and Professional Women's Club Convention at Indianapolis.

We understand that Thomas Dugan is now off his soup diet.

George Slagle has taken over the pipe laying crew on the I. & M. and I. & D. Divisions.

Walter Thompson, test rack operator, spent the week-end of the 4th in Minneapolis.

George Nelson and family spent a week in Peoria, Ill., the early part of July.

Mrs. Lou Backenheim was a visitor at the home of Mabel Buchanan, clerk in the Car Foreman's Office, Mason City, the early part of July.

Minneapolis Mechanical and Stores Department

N. A. H.

MISS FLORENCE McCURDY, stenographer for Shop Superintendent, Minneapolis, finally decided she would take the vows of matrimony, so is now nicely settled in her bungalow learning the duties of a housewife. Mr. Ray Daniels is filling her place as stenographer and we wish Ray the best of luck in his new line of work.

Mr. E. F. Palmer, former District Master Car Builder, paid South Minneapolis offices a visit June 14th, and we were glad to see he hadn't forgotten us. Understand Mr. Palmer was just returning from his vacation.

Miss Hazel Hodges, of the Store Department, resigned June 21st and was married the following week.

Mr. Earl Jefferson is now the newly appointed fuel supervisor of the Northern District, Mr. Baldwin resigning to take up duties with the Westinghouse people. We wish Mr. Jefferson the hearty cooperation of all concerned and hope he stays with us a little longer than past fuel supervisors.

Both Mr. John Fleming and his clerk, Miss Margaret Maher, were callers at South Minneapolis, in connection with business.

Mr. John Freeholm of South Minneapolis Roundhouse passed away recently, and we wish to extend our sympathy to the family.



The above is a picture taken in 1896 at Rockton, Ill. It is the crew, caboose and engine, which operated way freight service between Racine and Freeport. Reading left to right:

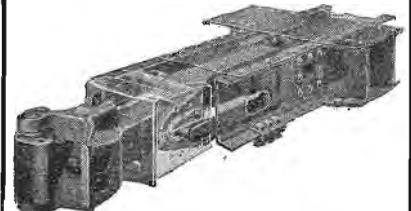
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Conductor Frank Matson, now passenger conductor on the Senator's run between Beloit and Madison; Eddie Gibbons, head brakeman, now deceased; the next is a section foreman, name not known; leaning against the engine is Denny McCarty, rear brakeman, now extra conductor passenger. The chubby fellow with the mustache is Joe Meyers, otherwise known as "Whistling" Joe, who now operates a passenger train between Milwaukee and Freeport. In the engine is the engineer, John Barron, now employed at West Milwaukee roundhouse.

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

Nora B. Decco

WHY, Helen! When I asked you to tell the folks your side of the story I had no idea that you would just turn right in and show me up like that, my goodness. Well, from now on I am going to have to hurry to even keep in sight of you, I can see that very plainly. My hat is off to you. Well you know what I mean, as it's off most of the time for something or other, anyway, but the whole R. M. Division calls me up, and comes to see me and tells me over the telegraph wires: "Helen put one over on you this time, didn't she?" I'll say she did.

We regret very much to write of the accident to Mrs. George Brentnall while driving to Bozeman, July 7th, where she was struck by a passing truck, due to both arriving at a narrow place on the highway at the same time. Both drivers were considerably hurt, but we are glad to say that Mrs. Brentnall is doing very well now and is home from the hospital. The nice car she drove is not so well, however, but we all think Mrs. Brentnall is very fortunate not to have been more seriously hurt.

Mr. and Mrs. T. L. Burrow, who were called to Wisconsin last month, due to the sudden illness of Mr. Burrow's mother, will return home soon. We are glad to know the sick lady is much improved.

Goodness! What was that just went by at such a terrific rate of speed (this is in Deer Lodge, not Three Forks, things don't move so fast here). It was Eric Williams in his new car, and right behind him Tom Roach in his new car, and right behind him . . . well, no use, everyone seems to have new cars and they are all trying to keep up with Eric Williams. But who he is trying to keep up with no one knows. He is so used to having two rails to follow that when he starts out in that car with nothing to stop him from going sideways as well as straight ahead—well, we have heard he just takes up most of the highway. Will try and find out the straight of this. The one who told me, I feel sure, wanted the road to himself also.

On June 22nd occurred the sad accident and death of Mrs. Ned Latta of Columbus, while driving from a visit with her father toward home. She was accompanied by Mr. Latta, who was seriously hurt when the car overturned in a narrow place in the road, killing Mrs. Latta instantly. She was a sister of Mrs. Charles Rader of this place, and also a sister of Mrs. Emma Hicks, of Harlowton. Theron Hicks of that place is a nephew. We offer the sympathy of the entire division to this family in their great loss.

Miss Cora Viewig, head nurse of the Three Forks hospital, has returned home from a visit of a few weeks in Seattle. Miss Jones was taking Miss Viewig's place during her absence.

Surprising even their very close friends, Miss Edna Mitchell, nurse at our local hospital, and Mr. Ira Townsley, son of Engineer and

Mrs. Townsley, were married in Butte, June 25th. Mr. Townsley has gone to Cleveland, Ohio, where he has a nice position, and his wife will leave for that city to make their home there, about the middle of August. Both Mr. and Mrs. Townsley are among the most popular of Three Forks' young folks, and we offer them our very best wishes for a happy life.

Mrs. A. E. Workman, who has been visiting in the east for the past six weeks, has returned home again.

Dr. (ahem) Charles Lieb is visiting his parents in Three Forks during July. He will return home in August, where he has an office, the latter part of the month.

Mr. and Mrs. O'Ragen, who have been everywhere since they left here a month ago, have returned home again, and Pat is out mowing the grass and doing just as if he had never been to such wild places as Canada, etc. He even painted the roof red since he got back, and it looks just right, too.

Agent Peacock, of Jefferson Island, is taking a layoff. Mr. J. L. DeCamp is relieving him. A new man on this division, Mr. Law, is also relieving here and there along the division; and another brother, Mr. Stewart, who was driving through, stopped off and went to work with us. A pretty nice way to take a vacation and see the country as well as earn your vacation money, too. Operator Harrington of Sappington, is also taking a few weeks' layoff there. Suppose he is counting the sheep on his ranch while he is resting.

We regret to hear of the death of Mrs. Guiott, wife of a former fireman on the R. M. Division, who about a year ago was stationed on the Lombard helper. Mrs. Guiott had been sick about three weeks in a Great Falls hospital. She leaves besides her husband, a small daughter and infant son. We extend our heartfelt sympathy to this family.

It took so long to get the trolley crew started for a few mornings that the train dispatcher was worried, but there was nothing wrong, they had a brand new conductor, Mr. Warren Dixon, and he was checking the train register, and examining train orders and clearance cards and the working time table No. 16, etc. Why I can remember when . . . and now he is a conductor and signs his name to the train orders instead of the call book.

Chicago Terminals

Guy E. Sampson

THE good old summer time is here and Old Sol has been pouring down his rays of heat on everybody alike. But one good thing around Chicago is a cooling breeze usually found floating in from off the lake and that is something.

Lots of vacationists at this time of the year, and all come back with that same tan burned skin.

James O'Keefe, night general yard master out at Bensenville yard, enjoyed his vacation the first half of July. With his family and the family auto he sure covered some mileage and saw many friends and relatives, visiting Beloit, Madison, Richland Center and Wauzeka, all towns being in Wisconsin, his old home state.

Engineer Leslie Knowls and wife enjoyed a visit from Leslie's brother and family the first of July. The brother lives in Milwaukee.

Buddy and Mary Jane Bartholmey, son and daughter of car clerk and Mrs. Ed Bartholmey, have gone to the coast to spend their vacation. Their grandmother, who is visiting in Seattle and Portland, will show the youngsters many interesting sights along the coast.

Harold and Wilfred Wolf, sons of Engineer Christ Wolf, spent a couple of weeks of their

vacation at Harvard, Ill., visiting relatives. The boys say that they had the time of their life and would have loved to remain until school started.

Trainmaster A. W. Hervin and family enjoyed a two weeks' trip to Omaha, Denver, Spokane, Seattle and other coast cities. As A. W.'s parents reside in Seattle, that city commanded most of their time. All are back and looking and feeling fine.

Foreman George Cooper, of the Bensenville roundhouse, and his wife spent a week in Norwalk, Ohio, visiting Mr. Cooper's parents.

Mr. and Mrs. Arthur Bissell of Pittsburgh, Pa., visited at the George Shaw home the latter part of June, and incidentally were there to assist the Shaws in celebrating their silver wedding, June 27th. Sure, they are all railroad folks. Mr. Bissell is an engineer on the B. & O. Ry., while Mr. Shaw is a Milwaukee car department employe. The two ladies are sisters.

Pat Cary sure enjoyed his vacation. He went down to Cleveland, Ohio, and attended a convention, discovered a brand new (the best ever) shoe polish and some of his closest friends (?) are now advising us that Pat is contemplating opening a shoe shine parlor for ladies.

Yardmasters Harry Stockwell, La Vern Smethurst and J. O. Capoot are all enjoying a vacation.

Here's a good one overheard at the Bensenville rip track: Smitty: Say, Boss, do you believe there is any luck in carrying a rabbit's foot? Hank: Perhaps, but good common horse-sense usually brings better results. Safety First, better try using both.

Mrs. Wm. Standard is spending a few weeks in Kansas visiting her parents. The children are with mamma, and Billie is batching at home. But he promised to wash up all the dishes the day before friend wife comes home, providing she lets him know what day she is coming.

Mr. and Mrs. Wm. Peck, their daughter Dorothy and Miss Bernice Brinton went to Pittsburg, Kansas, the second week in July. Mr. and Mrs. Peck only remained a few days, while the girls remained for a real visit down among the sun flowers.

Chief Car Clerk Joe Burk of the Western Avenue Office, is just recovering from a serious siege of illness. The boys are all glad to see you coming through right side up, Joe.

Death claimed Mr. Wm. Waldron the latter part of June. Mr. Waldron was employed as a switchman in the Chicago Terminals. He was taken ill about the first of May and all that medical aid could do was done to relieve the sufferer, but medicine failed to save the young man's life. Beside his sorrowing wife and two little children who resided here, he also has a brother, Clarence Waldron, who has been an employe for the Milwaukee a number of years, and who resides here also.

His parents reside at Minneapolis, Minn. The remains were taken to Glencoe, Minn., for burial. The sympathy of all employes is extended to the bereaved ones.

The sympathy of all employes is extended to Mrs. A. G. Perry and relatives over the death of her husband, July 14th. Mr. Perry had been ill most of this year, but it was thought he was improving and his death came as a great shock to his many warm friends. Mr. Perry had been operator and agent for the Milwaukee a good many years. At the time he was taken ill he was first trick leverman at Tower B, near Bensenville.

Chicago Terminals Car Department Notes H. H.

"Make every failure a gain; it may serve as a lesson for future actions." As we go through

our daily experiences in life the above saying is most valuable.

Then again, we must have a smile getter as follows:

Lady: "I want a nice book for an invalid."

Book Salesman: "Yes, Mam, something religious?"

Lady: "Er—no—not now; you see, he's getting better."

We must announce the marriage of Elmer Prehm, a very nice little fellow employed in the Storekeeper's Office at Galewood, to Miss Iva Glidden, sister of Helper Apprentice Harold Glidden of the Bensenville Repair Track. Congratulations, and may their troubles be small.

Assistant Foreman Kramer of Bensenville Repair Track purchased a new Ford Sedan, no more Chevies for him.

Edward L. Schmidt, clerk to car foreman at Bensenville, is back from a vacation at this writing after touring many points in the South Lands.

Car Foreman I. Thompson and wife returned from a vacation after having visited Mrs. Thompson's relatives in the state of Pennsylvania.

It looks as if Interchange Inspector Steve Tisinai at Bensenville will have to batch it for a couple of months whether he likes to or not on account of Friend Wife and Son making a trip to Europe.

Somebody must have left Storekeeper A. Sieg a dowry, as we notice he has been wearing a new suit lately.

Assistant Car Foreman John Schliep at Galewood Yard No. 1 has recuperated from recent illnesses, and is again back on the job and looking fine.

Baby boy born June 1st to family of Steve Kline, helper at Galewood Yard No. 1 Repair Track.

And another baby boy born April 16th to the family of John Moscienski, helper at Galewood Yard No. 1 Repair Track.

Assistant Foreman John Walski of Galewood Yard No. 1, is now spending his vacation in Wisconsin, catching quite a few mackerel and smelts, they say.

Safety Section

Car Department employees of the Chicago Terminals are holding their own in maintaining good Safety Records. Bensenville Repair Track, Mannheim Repair Track, Western Avenue & Union St. Freight Yard, Galewood Yard No. 2 and Division Street have not had a lost-time or reportable injury from the first of January to date. Most of these points, for that matter, have had no lost time or reportable injuries during the previous year.

Galewood Yard No. 1 Shops have made a wonderful reduction in injuries and all employees at that point as well as the direct supervisors are to be commended. As the shops have the biggest operation and most man hours, supervisors at that point must concentrate more

than ever to eliminate injuries. They must be eliminated before the Chicago Terminals can get started on that 12 month "No Injury Record."

Wisconsin Valley Division

Lillian

THE agricultural meeting held at Gleason at 8:00 P. M. July 9th, was attended by 75 farmers. Farm methods, including the cutting and handling of hay, potatoes and sheep products were fully discussed and ably explained by Mr. Hauser of our Agricultural Department. Those attending expressed themselves as very much pleased and requested that another meeting be held soon.

An extra gang started work on the division on July 7th. They have commenced surfacing at Star Lake and will continue south. Section Foreman E. Whitmore was placed in charge of the extra gang.

Mrs. E. K. Richmond was visiting with her parents, Mr. and Mrs. B. F. Hoehn, for the past week and returned to her home at Chicago.

Mrs. Lawrence Nowitzke entertained for her mother, Mrs. I. Livernash, in honor of her birthday anniversary at the Milwaukee club house on July 9th. Cards were played during the afternoon and a delicious lunch was served later.

The carpenters are busy remodeling the freight house and adding space which was very badly needed.

Mr. and Mrs. A. I. Lathrop are enjoying their vacation making short trips to the lakes and the northern country.

Several letters of appreciation have been received from various officers indicating their appreciation of improvements made in and about the Hazelhurst station.

R. W. Reynolds and family are spending their vacation at Gabe's resort at Sayner.

Frank Love and Walt Bingham have donated several deer heads which have been placed in the new log cabin depot at Woodruff. We have another promise of an additional one and it will probably be placed before very long.

Leslie J. McCormack, engineer, wife and daughter Mary visited with friends and relatives at Wausau and also visited at Dubuque, Iowa, where they attended the graduation exercises of their daughter Evelyn. Mr. McCormack visited at the superintendent's office and we were very glad to see him.

Mrs. H. A. Scandrett and Mr. and Mrs. E. F. Rummel made a trip to the north end of the division recently.

We had a very heavy passenger traffic to the lake territory on account of the 4th of July coming on Friday. It was necessary to run 152 in two sections in order to accommodate the passengers on their return trip to Chicago July 6th.

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Just received a letter in regard to the handling of the Dairymen's special this spring, in which we were complimented on the splendid lighting furnished and the manner in which the special was handled. The services proved very satisfactory all around.

There have been very heavy paving jobs near Wausau, which has increased the sand and gravel loading to such an extent that it has been necessary to put on an additional patrol crew.

The canning season is on and the Knowlton Canning Company is very busy. The inbound empty can business is adding very materially to our revenue. A very good crop of peas is reported.

No wedding bells during June among our employes on the Valley Division—sad, isn't it?

July 4th was celebrated on most points on our division without a report of an accident. Minocqua and Tomahawk had a joint celebration which was largely attended. One of the features of the day was a Derby Race.

H. H. Johnston, conductor, passed away very suddenly while on duty at Merrill on June 28th. Funeral was held on Tuesday and several employes along the division attended. Sympathy is extended Mrs. Johnston and family by the division employes.

H. O. Wheelock caught a nice string of bass at Heights last week. However, we are from Missouri.

Mr. C. E. Whitt, time inspector, is in the office for a few days, just "one of us."

Engineer D. J. Tracy and wife are making a trip through the west, going to Seattle, Portland, Los Angeles, etc. They expect to be gone about a month.

Wm. Elert, oldest fireman on the Wisconsin Valley Division, passed away at his home in Tomah on June 27th. Mr. Elert entered service of the company in 1885 and continued in service until a few years ago when he retired. The division employes extend sympathy to the bereaved family.

Mrs. Geo. Boehm had the misfortune to break her arm while at their cottage at Blue Lake.

W. A. Hinsey is in the office today adjusting several claims and shaking hands with friends.

Iowa (East) Division and Calmar Line

John T. Raymond

ENGINEER WALLACE SHIPTON, 80 years of age, died at Washington Blvd. Hospital in Chicago, May 25th. His death was caused from shock and gangrene poisoning. His right foot was injured in an accident at Oxford Jct. He was taken to Chicago for treatment, submitting to an operation for removal of part of his foot, and was unable to stand the shock and gradually failed until the end came. The remains were brought to the family home at Savanna where funeral services were held. Burial was at Perry.

Mr. Shipton was born in Pennsylvania; he enlisted at the age of 11 years as a drummer boy in the Civil War and went through the years of strife with his father. He entered the service of the Milwaukee Road in 1888, and on April 24, 1890, was transferred to the Iowa Division as an engineer. He has been running out of Savanna for the past 15 years with the exception of the last few weeks, when he had been pulling the Davenport-Oxford Jct. way freight.

Mr. Shipton was a very sociable and agreeable man and faithful to every task. He had many warm friends among the officials and employes on the division who deeply regret his death. We extend deepest sympathy to the surviving members of the family in their bereavement.

Conductor W. I. Farrell was called to Chicago May 15th due to the sickness of his son John, who had an emergency operation for appendicitis. He was later brought to his home in Marion and is doing as well as possible.

Conductor Wes Pulley, who has been off for several weeks account the condition of his wife's health, has taken Nos. 90 and 97 between Monticello and Oxford Junction, relieving Wm. Reep, who at present is piloting the Western Union gang working on the east end.

Conductor Chas. N. Goite was called to Marquette May 15th account his brother drowning when his motor boat capsized. The Magazine extends sympathy.

On June 3rd Conductor Wes Pulley's father celebrated his 95th birthday with a family reunion. Chas. Izer relieved Wes while he was off for this unusual event.

Passenger Brakeman R. C. Seager left June 1st for Toronto, Canada, to attend the Shrine Convention, A. F. Hutchins relieving on Nos. 7 and 20 between Marion and Omaha.

Conductor John Dignan, who has been off duty for several months account ill health, resumed work on the north end passenger June 7th, but after making one round trip was obliged to again lay off and has now taken an indefinite leave of absence, and will make his home with his daughter in Farley, Iowa. Jack's many friends hope that he will soon be restored to his usual health.

Train Baggage man Sam M. Cooper has laid off and has gone to Brainard, Minn. F. L. Pierce is relieving on Nos. 7 and 20 between Chicago and Marion, and Charlie Hayner is on Pierce's run on Nos. 19 and 8 between Marion and Omaha.

Conductor J. L. Roberts spent the last two weeks in June on a fishing trip in Minnesota, Conductor Thos. Costello relieving on Nos. 7 and 20 between Marion and Omaha.

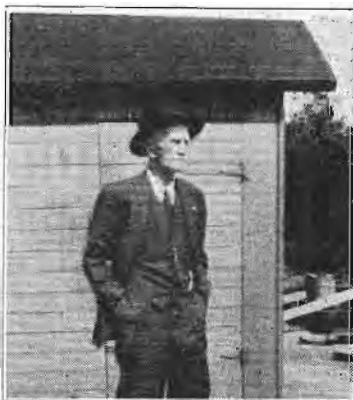
Conductor F. S. Craig spent the Fourth with his family in Chicago, Conductor W. I. Farrell relieving on Nos. 19 and 8 between Marion and Chicago.

Vernon Price, 16-year-old son of Conductor George W. Price, passed away in the University Hospital at Iowa City, June 11th. He had been in poor health for several years and had been in a serious condition for several weeks. Burial was made in Oak Shade Cemetery at Marion. The Magazine extends sympathy to the bereaved family.

Brakeman H. Ray Perrin has taken an indefinite leave of absence and has taken his wife to California in the hopes of benefiting her health, which has not been good for some time.

Engineer and Mrs. L. C. Low are at Okoboji, where they have a cottage.

Mr. and Mrs. Chas. Rogers of Minneapolis visited briefly with Marion friends.



Charles Crawford, Retired Section Foreman, Grimes, Iowa

L. W. King has been appointed chief clerk of the Superintendent's Office at Marion. Mr. King was transferred from Minneapolis, where he has been chief clerk of the General Superintendent's Office.

Mr. and Mrs. Arthur Daniels of Minneapolis visited Marion relatives July 12th.

Mr. and Mrs. W. H. Campbell of Seattle, Wash., visited in Washington, D. C., and New York, and attended a national meeting of freight traffic men at Louisville, Ky. On their way back home they visited Mr. and Mrs. B. F. Haffner at Sabula. Mr. Haffner drove them from Sabula to Lost Nation, stopping at De Witt for dinner with Agent and Mrs. L. A. Kell. Ye Scribe met them at Lost Nation, and after the party had visited briefly with Mr. and Mrs. Knock, drove them to Cedar Rapids, stopping at Oxford Junction and Marion for brief visits. Friends here very much regretted that it was not so that they could have stopped over for a visit.

Some of the Seattle folks asked Agent and Mrs. Campbell about their thrilling midnight ride on "Old Man Ribber."

Mr. and Mrs. H. C. Van Wormer are spending the month of July at their cottage near Pequot, Minn.

Ye Scribe spent the latter part of June visiting Mr. and Mrs. H. E. Ramsey at Arlington.

Long Grove station has been closed. H. C. Gustafson was the agent there.

The following engineers (some of the old timers) are working as follows: John Cain, Savanna-Clinton turn-around; Al Tyler, Nos. 10 and 31 between Savanna and Cedar Rapids; Wm. Chase on 25 and 26 between Savanna and Davenport.

Engineer Geo. E. Busby of Marion attended the convention of B. of L. E. at Cleveland, Ohio.

Mrs. James Pringle, of Marion, and her sister, Mrs. Deitz of Chicago, spent two weeks visiting in Colorado.

Mr. and Mrs. L. G. Hewitt spent their vacation visiting relatives and friends at Washington, D. C.

Mr. and Mrs. Harry Munson and small son, Harry, Jr., of Sioux City, visited relatives at Marion early in July.

The Employees Pension Association statement, issued June 30th, shows total resources of more than two million dollars. The officers and members of this organization are to be congratulated on this fine showing.

Locomotive Engineer W. H. Dahl of Savanna is seriously ill at the home of Mr. and Mrs. A. J. Elder at Marion. Mr. and Mrs. Dahl are the parents of Mrs. Elder and have been visiting at Marion for some time.

Mr. and Mrs. L. A. Turner and Mr. and Mrs. W. N. Foster of Marion spent part of their vacation at Spirit Lake.

W. F. Shawhan of Chicago visited briefly with Marion friends while en route to Cedar Rapids.

M. J. Skord, Train Master, H. & D. Division at Aberdeen, has been transferred to this division in the same capacity. Mr. Skord is receiving a cordial welcome and may be assured of the hearty cooperation of every one.

The graveling between Sabula and Oxford Junction was completed Tuesday, July 15th. General Foreman J. T. Loftus, Foreman L. Guinn, and F. Mallas are to be congratulated on their record-breaking achievements; and in addition to their efficient and safety first precaution, they have been very agreeable to do business with and have shown a fine spirit of cooperation. The average speed was about a mile a day for 230 men. The permanent employes on the division appreciate the good work they and their men have performed here and wish them all success in the future.

On Monday evening, July 14th, a number of officials and employees assembled on the lawn of the W. R. Barber home, Marion, in honor of L. A. Turner, former train master. J. T. Raymond, chairman, referred to Mr. Turner's thirty-seven years of service with the Milwaukee Road as operator, dispatcher, chief dispatcher and train master during which time, by his fair dealings and friendliness, he won the respect and esteem of all his fellow workers. W. R. Barber was called on and with a few well chosen remarks in behalf of the officials and employees on the division as a token of their esteem, presented Mr. Turner with a diamond ring, a Bunn Special watch, and a fine briar pipe. Mr. Turner was deeply touched; responding, he expressed his appreciation for the evidence of high regard. Superintendent A. J. Elder, W. N. Foster, W. E. Cooper and Conductor John Briggie also spoke. It was a happy occasion. W. R. Barber, John Troy and J. T. Raymond acted as the committee in planning the affair. Mr. Turner has been assigned to other duties and will remain in Marion.

Kansas City Terminals

S. M. C.

THE 1930 wheat movement has arrived, as far as our Coburg Yard is concerned. So many new switchmen sent in for examination that Dr. Hayden inquired if we were running an employment bureau.

Understand it took two M. K. & T. engines to get Helen Layton back to Kansas City, and then they were seven hours late. Of course Helen blames it on a wreck ahead.

Yardmaster Earl V. Smart has been in the Veterans' Hospital suffering from a nervous breakdown. We are hoping he will soon be able to return to work.

A new style has started at Coburg Yard. The boys are going shirtless and acquiring a beautiful sun tan. If at first the treatment is too severe, doctor up with cocoa butter and go on. Leaton can tell you how it's done.

The new smoke stacks are now up at the Milwaukee Elevator. When the last one was in place, it is reported that John Evans heaved a sigh of relief.

The Milwaukee family express sympathy to Clyde and Harry Zane in the loss of their father.

We understand that Jimmie Likovitch was standing treat recently, the occasion being his marriage.

The little daughter of Mr. E. J. Kervin is reported very much improved from the recent serious illness she suffered.

Drafts from the Drafting Room

THE mechanical engineer's office baseball team, capably led by Monty, was taken out for their weekly (weakly) airing by the M. C. B. office team Tuesday night, July 1st. Setting a lively pace for the boys, Monty as pitcher, led the field with a wonderful display of errors, blunders, or what have you. By a strenuous effort he succeeded in keeping Magnus off the bench convenient to his outfield position. Of course, if Mag forgot himself and kicked the ball instead of throwing it, that can be overlooked.

Another outfielder of note is our friend Art Hampel. If they want the grounds dug up, Art, the park board has a plow and tractor for that purpose. Pa Green deserves notice also for the cool, collected, respectful game he played. No outbursts or vituperation from him. A man of such sterling character ought to live to a ripe old age.

Our friend Leonard Leo Lentz—just how you escaped apoplexy is a miracle. Mr. Art Schultz, a man of your gravity should not attempt such strenuous arguments. H. W. Chandler, of course we know, played the whole game and with any support the result would have been different. For a quiet, unobtrusive game, we might mention North and Kuntz.

Judging from your ability as manager and player, Monty, we suggest you run for Congress next fall. A few more seats in the outfield would make these positions more popular.

The only audience was Mr. Jas. Mehan, from the Car Department, who attended the game to see that all A. R. A. rules were observed.

Congratulations are extended to Vernon Green who is the proud daddy of a baby boy. Also to Wm. Kilimann of the Test Department.

Monty at the Bat

IT looked extremely rocky for the M. E. nine that day,
The score stood eight to eighteen with but an inning left to play,
And so, when Elmer died at first, and Magnus did the same,
A pallor wreathed the features of the patrons of the game.
A straggling few got up to go, leaving there the rest,
With that hope which springs eternal within the human breast.
For they thought if only Monty could get a whack at that,
They'd put up even money with Monty at the bat.
But Lentz preceded Monty, and likewise so did Chandler,
And the former was a pudding and the latter was a fumbler;
So on that stricken multitude a deathlike silence sat,
For there seemed but little chance of Monty's getting to the bat.
But Lentz let drive a single to the wonderment of all,
And the much honored Chandler tore the cover off the ball,
And when the dust had lifted and they saw what had occurred,
There was Chandler safe on second, and Lentz a-hugging third.



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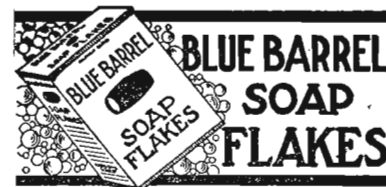
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TORONTO

Then from the gladdened multitude went up a joyous yell,
It bounded from the mountain top and rattled in the dell,
It struck upon the hillside, and rebounded on the flat,
For Monty, mighty Monty, was advancing to the bat.
There was ease in Monty's manner as he stepped into his place,
There was pride in Monty's bearing and a smile on Monty's face,
And when, responding to the cheers, he lightly doffed his hat,
No stranger in the crowd could doubt 'twas Monty at the bat.
Two or three eyes were on him as he rubbed his hands with dirt,
Five or six tongues applauded as he wiped them on his shirt;
And while the writhing pitcher ground the ball into his hip—
Defiance gleamed from Monty's eye—a sneer curled Monty's lip.
And now the leather covered sphere came hurtling through the air,
And Monty stood a-watching it in haughty grandeur there;
Close by the sturdy batsman the ball unheeded sped—
"That hain't my style," said Monty—
"Strike one," the umpire said.

From the bleachers black with people there rose a sullen roar,
Like the beating of the storm waves on a stern and distant shore;
"Kill him! Kill the umpire!" shouted someone from the stand—
And it's likely they'd have done it had not Monty raised his hand.
With a smile of Christian charity great Monty's visage shone,
He stilled the rising tumult and he bade the game go on;
He signaled to the pitcher and again the spheroid flew,
But Monty still ignored it, and the umpire said "Strike two!"
"Fraud!" yelled the maddened thousands, and the echo answered "Fraud,"
But one scornful look from Monty and the audience was awed;
They saw his face grow stern and cold; they saw his muscles strain,
And they knew that Monty would not let that ball go by again.
The sneer is gone from Monty's lips; his teeth are clenched with hate,
He pounds with cruel violence his bat upon the plate;
And now the pitcher holds the ball, and now he lets it go,
And now the air is shattered by the force of Monty's blow.

Oh! Somewhere in this favored land the sun is shining bright,
The band is playing somewhere, and somewhere hearts are light,
And somewhere men are laughing, and somewhere children shout;
But there is no joy in the Drafting Room—
MIGHTY Monty has "Struck Out."
(With apologies to the author of "Casey at the Bat.")

Hot Shots from the West T. M. Division

Helen Kirwan

A WELCOME and refreshing rain this morning puts me in the mood to write. If it had not rained there is a question in my mind whether the Magazine would have heard

from us this month, unless we sang a little bar or two from the "Desert Song"—for we were plenty hot here for a day or two. I'm not going to tell you just how hot it was because that is poor advertising—anyhow, we can always say: "This weather is SO unusual." Believe it or not.

Duncan Ritchie and Art Hamre were enjoying a few days' fishing around Sixteen recently and had very good luck. However, their vacation was ended abruptly with the news from home of the death of Duncan's brother in Idaho. The boys returned home and Duncan left immediately for Idaho.

Chief Clerk Geo. W. Knowles and family are spending two weeks visiting home folks in Kansas.

Mrs. Joe Wolfe, timekeeper, spent her vacation at home. Margaret Gilbert will hie to Minne-ap-O-lis for hers, and we hope to get all the dope on this trip—there ought to be a lot of interesting things to report on. Last year she went down there as a bridesmaid, don't forget that. Seems to me she caught the bouquet, too, but I may be wrong about that. Helen Bugby is going to Minneapolis also.

Art Hamre cranked an Essex once too often and as a result is carrying his middle finger around with all of a thousand yards of bandage on it.

Willard Hauser, superintendent's stenographer, is visiting his mother in Sleepy Eye, Minnesota, for two weeks.

Geo. Hilton expects to spend his vacation in parts unknown—to me, comma, at least. We do know one thing, though—he has been gazing toward the east so long we know that must be the direction he is going.

E. J. Frawley, fireman, left for his home in Milwaukee to visit a few days with his mother and sisters, who reside there.

Notice the last issue said Martin Walsh formerly worked on the Marshall Division—that was the Musselshell instead. I thought I knew what I was talking about—but writing it may have been different.

"DON'T HIGH-HAT THE DANGER SIGNALS!"

Thanks, Editor Kendall, for the nice space you gave us, and thanks, everyone else, who said nice things about our RKO write-up. I'm collecting that trade last from Nora B. by return mail.

Verian McCauley is our mail messenger and Bradley McDonald is off duty on account of force reduction.

Marie Blake and Ann Anderson dropped into the office for short calls this week. Come again, girls.

Delores Vachreau is visiting at the home of Superintendent and Mrs. Gillick for a few weeks. Delores is the daughter of Yardmaster O. P. Vachreau of Harlowton. A little bird told me she can blow a wicked sax. No foolin', Delores?

Claim Adjuster J. T. Sleavin and Mrs. Sleavin left this week for a visit to the Coast cities, where they expect to spend their vacation.

Mr. A. H. Olson, former roadmaster on this division, and recently in charge of extra gangs, visited here with his family for a few days before leaving for Chicago to take over new duties on the Northern Division. Mr. Olson leaves a heap of friends here who are mighty sorry to see him leave Lines West, but wish him all the good luck in the world on Lines East. Leave the latch string out, Mr. A. H., we'll be seein' you.

Delores Wagner enjoyed a grand and glorious Fourth with friend —s in Butte. She was a guest of the Obst family. I'll wager the fireworks started after she arrived in town.

Mr. Mike Roark, assistant claim adjuster, has assumed new duties and grave responsibilities in life. He didn't exactly sign one of those "I Will" contracts, but at least he is a party of the second part. He became the proud godfather of a new little niece who arrived recently at the home of his brother in Seattle, and Mike journeyed all the way out there to cheerfully accept his new role and be present at the christening of Her Highness.

A picture which we expected to have submitted with the RKO story of our agent, W. N. (Wild Bill) Ross and Miss Jean Arthur, on the Old Deadwood Stage Coach, will be the treat of the season. Bill's ten-gallon hat, chaps, gun and all, and Jean in her riding habit will be well worth your attention.

Dubuque Division

E. L. S.

A GREAT NUMBER of Dubuque Division employees are planning on attending the Home Coming at New Albin July 15th, 16th and 17th.

The Milwaukee R. R. Women's Club held a very successful picnic for all employees at Dubuque, July 1st, at Eagle Point Park. It was preceded by a Safety First meeting at 4 P. M., conducted by Superintendent E. A. Meyer, and questions and suggestions were brought up which interested all classes of employees present. Following the supper Bingo was played by the children and prizes were awarded. The weather was ideal and the attendance unusually large.

C. E. Shaft, trainmaster on our division for over 14 months, was transferred to Milwaukee July 1st, and Trainmaster W. J. Whalen from the La Crosse Division, came to our division that date. A great many friends and employees regretted to see Mr. Shaft leave. Trainmaster Whalen is "an old timer" on the Dubuque Division, having worked here as roadmaster about seven years ago, and he is welcomed in our midst again. We also extend a hearty welcome to E. G. Kiesele at this time.

Ferris Cooper, laid off in superintendent's office June 11th, has secured position as clerk to H. R. Jones, car foreman. Ray Hursey, formerly B. & B. clerk, is now working in the B. & B. Department at Dubuque Shops.

Division Engineer E. H. Johnson and Chief Carpenter Farley started on bridge inspection July 7th. They are being assisted by John Abbott and Andrew Fuerst this year.

Dispatchers' vacations start about July 15th, Vic McCurdy being the first lucky one to take his. H. M. Wilkinson will be relief dispatcher during vacations this year.

Not much news, too warm to write much, and last but not least, not much time to write it these days.

S. M. East

V. J. W.

AS promised in last month's notes, our diamond ball team would present a better showing in the standings, they opened the second half with a 7 to 6 win, aided by the services of "Smoke" Hogan, the lanky switchman of Austin yard. The boys also report they will need the services of an experienced "Griever," as their second start ended in one big argument. However, the boys feel that with the acquisition of several new players, among them Lloyd Mordaunt, "The Fly Chasing Yard Clerk," that they are going to be tough opposition.

On Saturday evening, June 21st, Clifton E. Oeschger, chief clerk, Store Department, was married to Miss Mildred Carmichael at Austin. The young couple left that evening for an ex-

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tended visit through eastern points, which included a stop with the parents of the groom at Sebawaing, Mich. They will return to their new home in Austin, July 15th. Best wishes are extended.

We also extend our best wishes to Mr. and Mrs. Leo Burdette, who were married June 28th at Austin. Mr. Burdette is an employee of the freight house at Austin. The bride, Miss Gail Sawyer, is also of Austin.

Engineer and Mrs. Matt Lang are vacationing at Tacoma, Wash., during the months of July and August.

The many friends of I. & M. Engineer Chas. H. Beckel were grieved to hear of his death, which occurred at his home in Austin July 3rd. Mr. Beckel was 59 years of age and a veteran of the Milwaukee Railroad with 40 years of

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service. Sympathy is extended to the bereaved widow and daughter Katherine.

Auditor F. J. Herrick had a very unfortunate circumstance surrounding his vacation. While

visiting relatives in Chicago one of his nephews was accidentally drowned. The unfortunate lad was swimming in company with his brother and cousin, Mr. Herrick's son, when he was evidently taken with cramps.

The many friends of Mr. and Mrs. Chas. Goodrich were pleased to hear they were the proud parents of a baby girl, born July 5th. The mother will be remembered as Marcella McShane, formerly of the superintendent's office.

No matter what improbable tales are told about fishing, there is always someone coming through with one a trifle stronger. This time we must chronicle one by Harold C. (Bungle) Scott who with his co-partner "The Rotund Shortstop" Robert C. McCoy, journeyed to

the North Woods for a week's fishing trip. The story goes that one was caught of such proportions that it was necessary for "Chauncy" to bring an oar into service as a bludgeon. However, did you see the fish that they ate at the Depot Hotel on their return? None were badly bruised.

Reports reach us that Accountant R. G. Evenson is recovering nicely from an operation undergone at Minneapolis, July 12th.

Our attention has been called, through a circular letter from Superintendent Van Dyke's office under date of July 3rd, that the late John L. Ahern, former operator at Austin yard, had a number of small, vest pocket station number books printed. He retailed these at one dollar each. Since his death, which occurred in April of this year, Mrs. Ahern, his widow, has about 400 of these books on hand with a printer's bill of two hundred dollars, which under the present circumstances she is unable to pay. To defray this expense the books are being sold at 50 cents each. Employees in the train, yard and station service will find the books very handy and serviceable. Anyone wishing to secure one or more of the books may send their remittance direct to Superintendent Van Dyke, S. M. Division at Austin, and the books will be mailed you promptly.

We know it is hot, but send us in some notes anyway.

Kansas City Division

C. M. G.

TRAINMASTER W. C. GIVENS and family spent two weeks visiting in Fort Dodge and Sioux City, with a few days' stopover at Spirit Lake to indulge in fishing. A new record has been made by W. C. G. as a fisherman, as he caught the largest fish ever caught in Spirit Lake, and we understand it was so large that it is going to be put in the museum and included in "the sights" to visitors.

Chief Timekeeper C. H. Baker, Mrs. Baker, and Mr. and Mrs. Sidney Yeomans occupied one of the Waldheim cottages on the south shore of Hickory Lake near Aitkin, during the latter part of June. This resort is located among the pines and birches of Minnesota, and an ideal vacation was enjoyed by them in fishing, boating and bathing. Traveling Time Inspector G. C. Stickler was their guest for a few days during their sojourn there.

The annual visit to Detroit, Mich., was made during June of this year by Night Roundhouse Foreman A. L. Love. Understand he made his regular call on "Henry" while there. Mr. Love was accompanied on this trip by Mrs. Love, and they visited in the home of her brother, who is a resident of Detroit.

Dispatcher J. V. Tuomey, Mrs. Tuomey and daughters visited with relatives in Herington, Kansas, and at Parnell, Iowa. Mr. Tuomey was called to Oklahoma City, Okla., account the death of one of his relatives in that city.

After an absence of several weeks, account illness, I. A. Summers has resumed his duties as agent at Cone.

Dispatcher H. G. Barnard and family spent a vacation of two weeks, visiting with relatives in Lamar and Kansas City, Mo.

At ten o'clock in the morning on June 18, Miss Jerry Long was married to Wm. Buebler of Salina, Kans. Their honeymoon is being spent in the northwestern states, down the coast to Southern California, with stopovers at points of interest, and returning via the southern route to Wichita, Kansas, where they will make their home. On the evening of Friday, June 13, Miss Long was entertained in the home of Miss Roberta Sidebottom, with a bridge party, at which time she was presented with an electric waffle iron as

a gift from the young ladies employed in the office of the superintendent.

J. R. Endicott, agent at Lucerne, Mo., is on a thirty days' leave of absence, being relieved by H. A. Drake.

Assistant Roundhouse Foreman Harry Pile and Mrs. Pile spent a vacation in Harriman Junction and Bristol, Tenn.

Due to losing sleep, account compulsory floor walking during the hours of night, Harold Henson is spending his vacation at home "resting."

Mildred Kissinger, who is on a two months' leave of absence, visited with relatives in Sioux City and is now in Amarillo, Texas, spending some time with her sister, Mrs. Hugh B. Evans.

Honolulu, among the "Paradise Isles," that fascinating country where the breezes blow and the strumming of the ukulele may be heard, was the place chosen by Roundhouse Foreman H. L. McCaughey to spend his 1930 vacation.

Mrs. G. C. Sheridan, wife of division storekeeper, was a patient in St. Joseph's Hospital for several weeks during June, having undergone an appendicitis operation. She is now at her home recuperating and is well on the way to recovery.

Mr. and Mrs. Phil Starkey celebrated their fiftieth wedding anniversary at their home, 907 W. Main Street, on June 20th. A dinner was served to members of the family at noon. Mr. Starkey is employed at the storeroom at West Yard and was presented with a pipe, decorated with a band of gold, by the employees of the Store Department.

Account the severe illness of his daughter Marilyn, Harry Vaughn, roundhouse clerk, has been absent from his duties for several days. Little Marilyn has been ill with pneumonia, and is in a very critical condition. However, she is now improving.

Maintenance gang, which had been working on the Middle Division since April 16, was discontinued on Saturday, July 12.

Chief Clerk J. W. Sowder purchased a new Nash 500 during the month of June.

Francis Barnoske, son of roadmaster, is a guest in the home of his parents on North Wapello Street. Francis has been located in the South for several years, being connected with the T. J. Moss Tie Company, Columbus, Miss. He will spend three or four weeks visiting in Ottumwa.

Another paving gang was started at Webster to work on the new paving between Sigourney and South English.

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

D. H. A.

HOT, and then some! With the thermometer hovering around 105 above, it is going to be mighty hard to write anything interesting enough to be worth while reading, but here goes, we will do our best anyhow.

First of all, we regret very much to lose Mr. and Mrs. E. L. Cleveland from our midst, Mr. Cleveland being transferred to Bellingham, Washington, where he will be assistant superintendent and also master mechanic of that division. They are going to a lovely country, and their many friends here wish them the best of luck. They are now touring the Black Hills on a vacation trip and Mr. Cleveland will take over his new duties September 1.

Our popular car foreman, A. Rognelson, is sporting a brand new Ford coupe. He and Mrs. Rognelson have just returned from their vacation spent in the Black Hills.

Mrs. Leo Middleton returned the latter part of July from a trip to Cleveland, Ohio, where she went as a delegate to the "Lady Engineers'" convention. Besides the ten days in the convention city, Mrs. Middleton visited Buffalo, Niagara, Chicago and Freeport, Ill.

Mrs. M. S. Harmon was called to Keyport, Washington, by the death of her father.

Peter Hilt, of the Car Department, has gone to Rochester, Minn., to go through the clinic there.

Mr. and Mrs. J. L. Caldwell have just returned from their vacation, having visited Buffalo, Niagara, Boston, New York, Washington, D. C., Chicago and Chippewa Falls, Wis. They had a fine time and are now ready to go back to work again.

Mrs. H. E. Johnson, wife of Engineer "Heine" Johnson, is visiting at Watertown and Waukesha, Wis., with her brothers Art and Fritz Marquardt, former linemen for the Aberdeen and Trans-Missouri Divisions.

Mr. and Mrs. Milt Riffle and daughter Claire are visiting relatives at Los Angeles, Calif.

Grace Hourigan left here last week for Phoenix, Arizona, where she will again enter the sanitarium for treatment. We are sorry indeed, that her health would not permit her to stay here for the remainder of the summer, but we hope the change will be beneficial to her, and that she may have a speedy recovery. Larry Hourigan accompanied her as far as Butte on her return trip.

Mrs. Emil Johnson and son Dick are visiting relatives and friends at Chippewa Falls, Wis., and Minneapolis, and Emil looks lonesome.

The position of general clerk in the freight office has been abolished for thirty days, so Ann Anderson is having a vacation. She spent a few days visiting at the home of her parents at Miles City, Montana.

Police Officer L. H. Eastling underwent an operation for appendicitis at the Mobridge hospital and is convalescing nicely.

Mr. and Mrs. Walter A. Horn spent their vacation visiting relatives and friends on the west coast.

Carl McMullen, of the Car Department, underwent a tonsillectomy operation at the Mobridge hospital.

Miss Delores Vachreau, of Harlowton, Montana, is the guest at the H. M. Gillick home at Miles City. She accompanied the Gillicks to Mobridge and visited with her former playmates here.

Trainmaster A. F. Manley attended the meeting of the Northwest Shippers' Advisory Board held at Miles City.

Miss Geraldine McCarthy of Miles City spent her vacation with her parents here, Mr. and Mrs. Dan McCarthy.

The thing uppermost in all our minds now is vacations and we hope our turn is coming soon.

Splinters from the Wooden Shoe

Browning

THE month of June has been a busy month for the Superior Division so far as special trains are concerned. On June 16th we handled the Beckman and Gerrity Carnival, consisting of 30 cars, from Milwaukee to Green Bay; July 22nd, Green Bay to Iron Mountain, and on July 29th, Iron Mountain to Calumet.

On June 24th the Robbins Bros. Circus was turned over to us at Green Bay, consisting of 19 cars, and was handled from Green Bay to Iron Mountain, while on July 13th the Sells Floto Circus was given to us at Green Bay, consisting of 39 cars, and handled from Green Bay to Menasha. This train was

handled in two sections and also included the great favorite of the movie world, Tom Mix and his wonder horse.

On July 2nd specials were handled from Milwaukee to Iron Mountain and on July 3rd we also handled specials to Iron Mountain from Milwaukee. These special trains consisted mostly of sleepers for the Wausaukee Club, Coleman Lake and Four Seasons Clubs, all going to the Lakes for the Fourth of July. On July 6th the same specials were handled returning from the lake to their respective points, Milwaukee and Chicago.

The first Cherry Picker's Special was handled on July 10th, consisting of eight coaches, handling 462 girls and boys going to Sturgeon Bay to pick cherries. This train was handled from Milwaukee to Green Bay and then turned over to the G. B. & W. R. R. for movement to Sturgeon Bay.

No. 9 out of Milwaukee, the night of July 3rd, had 15 coaches and handled more than 400 people. The dining car service established between Chicago and Milwaukee on this train, effective that night, served more than 135 meals between Chicago and Green Bay.

At 10:20 a. m., July 1st, 1930, the first C. & N. W. Ry. Co. engine arrived at the Milwaukee Road Green Bay Shops to pull the transfer. This transfer track is a new facility at Green Bay and because of the proximity to the West Yard it will facilitate the movement of cars between the two lines, because of the fact that the former interchange track was located at an isolated point about a mile from the yard proper, which was inconvenient to both our line and the Northwestern.

Mrs. H. A. Scandrett and Mrs. E. F. Rummel were visitors on the Division, going to Sturgeon Bay from Green Bay by automobile, to look over the various Summer Resorts in Door County.

Mr. J. L. Brown and family were visitors on the Superior Division week ending July 12th, going to Republic to the Lake Resort. Mr. Brown commented upon the fact that the Superior Division was an ideal place to spend a vacation or week-end.

We were all sorry to lose our genial car foreman at Green Bay, Harry Grothe, and still are more than pleased to hear of his promotion to general car foreman at Milwaukee Shops. Mr. Grothe came to the Superior Division in August, 1928, and since that time has made a good many friends on the Division. He has also made a wonderful record in the Car Department along the Safety First Lines, having very near a 100 per cent record, there being only one lost time injury since that time. Harry has worked hard along this line and we are sure that his efforts are well repaid.

Mrs. Grothe also had a host of friends on the Division, being an active member in the Green Bay Chapter of the Milwaukee Woman's Club. We offer our congratulations to both Harry and Mrs. Grothe and hope they will not forget us and come and call occasionally.

Gust Braatz, section foreman, is confined to the hospital, having undergone an operation for eye trouble.

Sympathy is extended to P. M. Maierle due to the death of his sister and also to W. E. Herman, account the death of his father.

Irma Knoll, Mable Chambers and Ester Braun spent the week-end at Green Bay, July 12th.

Mr. A. C. Peterson was in the office the other day and said hello to everyone. We are always glad to see our old friend, Mr. Peterson.

Colby Chellis bragged for about a month on the fishing trip he was going to have over the Fourth of July up around Rhinelander, but come to find out, there seemed to be a dance hall close to the lake where he was fishing, and,

of course, music has its charms for a youth full of vim and vigor and poor Colby forgot about the fish, after promising at least one to John Phillips.

Congratulations are offered to Vernon J. Maes and wife on the birth of an eight pound boy.

Harold Johnson has been appointed dock foreman at the Green Bay Auto Dock.

We saw by the papers the other night that Clinton Darr, of the Engineering Department, is going to take the fatal step and take on a wife. The girl is from Oconto Falls. Congratulations, Clint.

We understand that Joe Berendsen had a wonderful time at the B. A. R. E. picnic at De Pere Driving Park, the effect of which ran up our water bill on Monday.

Donald Simons and Clarence Schauer of the Car Department took a trip to Montana, and we understand they turned ranchmen for a few weeks while the Shops were closed down. We do not think they liked the job very well as they were back very shortly.

The Milwaukee Road Base Ball team of the Green Bay Industrial League is stepping right along towards first place for the season. During the first half they tied for first place and have a good start in the second half, winning the first game from the G. B. & W. R. R. by a score of 23 to 5. "Cub Pitcher" Jake Hansen and Dave Zuidmuider are doing the pitching for the Milwaukee Road and sure are doing a good job of it, saying nothing about the rest of the team who are sure doing a good job of playing ball.

The Milwaukee Women's Club held their annual picnic at Bay Beach, a few weeks ago, and everyone seemed to have a good time, although the weather was a little cool, but guess those who started the ball game appreciated the cool weather. Games were enjoyed by the children as well as some of the grown ups, after which a basket lunch was held in the Pavilion and dancing enjoyed in the evening.

W. F. Nicholson, perishable freight inspector, has been on a two weeks' vacation and we understand he has become quite a golfer during that time, although at times the ball does not seem to want to move after making a strike at it.

Him: "You know, dear, I've been thinking over our argument and I've decided to agree with you."

Her: "Well, it won't do you any good. I've changed my mind."

Mother (indolently): "Willie, you've been a naughty boy. Go to the vibrator and give yourself a good shaking."

—Three Piece News.

Waiter: "Wasn't your egg cooked long enough?"

Customer: "Yes, but not soon enough."
—Motorist.

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NEW YORK

The Milwaukee On the Air

(Continued from page 16)

THE OLYMPIANS

Radio Broadcast

Presented by

Chicago, Milwaukee, St. Paul & Pacific R. R.

KSTP—St. Paul

WCCO—Minneapolis

Wednesday, April 23, 1930

Time: 6:30-6:45 P. M.

Cue: Orchestra opens program with musical effect suggesting train approaching from distance and segue into theme.

(1) Orchestra: Theme—"Headin' Home."

Cue: Fading to background for announcement.

The Chicago, Milwaukee, St. Paul and Pacific Railroad presents the Olympians in the second of a new series of programs. This evening the New Pioneer Limited, another de luxe roller bearing train between Twin Cities and Chicago, and one recognized everywhere as the Midwest's outstanding flyer, will be introduced. This splendid train, the first between Minneapolis-St. Paul, Milwaukee and Chicago, with all-steel cars, individual bedrooms, coil spring mattresses, radio, and first with cuisine by an internationally known restaurateur, Rector of Broadway, operates over the only double-tracked route—the water level route. The Pioneer Limited leaves Minneapolis daily at 8:00 p. m., St. Paul at 8:30 p. m.

Cue: Orchestra completes chorus of theme and stops.

The Olympians' program opens with the March "Convention City."

(2) Orchestra: March—"Convention City."

As a regular feature of Olympian entertainment we introduce once again a human interest sketch, presenting this evening two friends, Phil and Jack, aboard the Pioneer Limited en route to Chicago.

(3) Orchestra—"I Don't Need Atmosphere."

Cue: Orchestra forte for a few moments—then gradual fadeout for dialogue.

THE SKETCH

Phil: Hello, Jack, I see you made it, even after the time you lost crabbing over the phone. Why all the puffing?

Jack: Good Lord, man! Why all the rush? Why insist on my speeding through all the traffic just to make this one particular train?

Phil: I thought you New Yorkers were so speedy that the Middle West couldn't show you anything. Sit down in this easy chair.

Jack (relaxing): A-ah—that's better. I'm for speed all right, Phil, but I don't believe in almost breaking your neck just to catch a train. Now down our way you know, we have two or three trains, maybe more.

Phil: And so have we. As a matter of fact, there are exactly seven from the Twin Cities to Chicago on The Milwaukee Road alone, and all of them good.

Jack: That doesn't make it any easier for me to understand why I risked my life to catch this one.

Phil: Well, there were just three reasons. Number one—the Pioneer Limited's my favorite train. Number two—it gets us to Chicago just right for that early conference tomorrow. Number three—it's going to make Marjory buy me a box of cigars.

Jack: I see. Reasons one and three are just as clear as mud to me.

Phil: It's my favorite train because it's a little better than the best and the train crew always makes me feel like I own it. I'm about as much at home here as at the club.

Jack (patronizingly): This car looks fine. And it certainly rides easy. But you know, old man, there's some pretty nice equipment on the Ritzway Limited and the Millennium.

Phil: Yes, I've ridden both of them. But I want to explain reason number three. Marjory bet me that riding on the Pioneer Limited would make a certain New York friend say he never rode a finer train, but I don't think it's possible. She thinks you're a likable and reasonable chap, but I know you conceited Easterners.

Jack: At least, I'm broadminded, as the elephant said to the fly. Conductor: Tickets, please, gentlemen. Why, good evening, Mr. Carson, glad to see you.

Phil: Good evening, captain, same to you.

Jack: I didn't have time to get a berth. Can you give me a lower?

Conductor: Sorry, every lower's sold, sir. But there's a section held at Red Wing. If it isn't taken you shall have it. I can give you an individual bedroom. They're mighty comfortable and cost very little more.

Patient: "Doctor, why does a small cavity feel so large to the tongue?"

Dentist: "Just the natural tendency of your tongue to exaggerate, I suppose."

"What are these tickets I found in my husband's pocket?"

"Your husband is an archaeologist. These tickets are evidences of a lost race."

—Detroit Jabberwock.

Jack: Didn't know you had 'em out here in the Indian Country. It's just what I want.

Conductor: I'll give you Room C, car 17, and have the porter put your bag in.

Phil: Now that you're settled, let's walk back through the train.

Cue: Orchestra forte—after few moments gradual fadeout (Phil and Jack in observation car).

Phil: Now what do you think of the Pioneer Limited?

Jack: Well, it's a revelation to me. And the conductor's courtesy specially impressed me. I thought all conductors were hard boiled. You know they can tell anybody where to get off.

Phil: Yes, they are—say, another wisecrack like that and I'll tell you where to get off. But speaking of courtesy—you're a guest on the Pioneer Limited. That's Milwaukee Road hospitality.

Jack: Why Pioneer? One of those romantic Pullman car names?

Phil: No, it really means something. This Milwaukee Road train is an actual pioneer in the Twin Cities-Chicago service. First to use silent roller bearings—you've already noticed the smoothness, and you'll appreciate it even more when you turn in. First with the individual bedrooms, with coil spring mattresses—first with radio—and well, wait till morning.

Jack: Can I have my cup of coffee served in bed?

Phil: Yes, if you wish. But the high spot, especially for a good New Yorker, is that George Rector is director of cuisine. Wait until you eat a Rector breakfast.

Jack: The famous George Rector, at the sign of the Griffin? I've often wondered what became of him.

Phil: He came out into the Middle West where people appreciate the best. Just wait until you've eaten a Rector breakfast.

Jack: What else are you going to spring on me?

Phil: Look at this observation car. It's just as fine as the club car. And that's the ladies' lounge.

Jack: Look at the moonlight out there on the river.

Phil: That's the Mississippi. Slightly longer than the Hudson, you know. Let's go out on the observation platform. See that road-bed? Twin boulevards of steel. The Milwaukee Road's the only double-tracked line between Twin Cities and Milwaukee-Chicago. Just one more point, Jack. Farther out west, in the mountains, the Milwaukee Road is electrified—by far America's longest electrified railroad. There's nothing to equal it anywhere on earth.

Jack: That's some statement. How much did you bet that you couldn't reduce my conceit?

Phil: I bet Marjory a five pound box of her favorite candy.

Jack: Well, you've got to pay her. I confess that I never rode a finer train and I'm going to write her to that effect, so you can't get out of it.

Phil: And by doing you a favor, I lose a box of cigars.

Jack: I think being introduced to the Pioneer Limited is worth more than that, old fellow. I'll see that you get the cigars.

Cue: At conclusion of sketch orchestra repeats same selection—forte for a few moments, then fade to background for announcement.

We have just presented another incident in the daily life on board The Milwaukee Road trains. The traveler on the New Pioneer Limited will agree with Jack that he never rode a finer train, for it is only on The Milwaukee Road that you enjoy Pioneer Limited courtesy, service, equipment and standards in railroad transportation.

Cue: Orchestra gradually fades out.

As we continue our musical program the orchestra selects a number from Tschaikowsky's "Nutcracker Suite"—"March Miniature."

(4) Orchestra—"March Miniature."

From "No, No, Nanette," we have as the final number on our program, "Tea for Two," a song for a cozy afternoon.

(5) Orchestra: "Tea for Two."

(Segue.)

(6) Orchestra: Theme—"Headin' Home."

Cue: Theme—Omitting train effect at beginning this time—fading to background for announcement.

The Olympian entertainers are sponsored by The Milwaukee Road, operators of the de luxe, roller-bearing Pioneer Limited between Twin Cities and Chicago. Modern to the minute, its luxurious appointments include the finest sleeping cars, with berths, drawing rooms, compartments and individual bedrooms, luxurious observation and club cars, charming ladies' lounge, terminal telephones, valet service and radio. Silent roller-bearings, together with coil spring mattresses, insure undisturbed sleep. Personnels selected for efficiency and courtesy make The Pioneer Limited traveler feel that he is an honored guest.

Red Hot Coals from the Racine and South Western Division

L. J. L.

SOMEWHERE in the confines of this Magazine should be a picture of interest to the veterans of this division. It is none other than a picture of caboose 0103 and engine 84 with the entire crew. This crew did way freight service between Racine and Freeport. Frank Matson, conductor, says that: "In those good old days there was no such thing as overtime; you started to work with all the coal you could use, and did not dare to turn in until the coal was gone. When you started out on your run you had no idea how long you would be on the road." Joe Barron was engineer, and Joe Meyers, fireman, otherwise known as Whistling Joe. Joe now operates one of our passenger trains between Freeport and Milwaukee. Denny McCarty was rear brakeman. He is now extra passenger conductor on the Southwestern. Eddie Gibbons, now deceased, was head brakeman. I understand several offers have been made to purchase this picture, which is the property of Denny McCarty, but it being a very rare photograph, it is considered priceless. I might add that this picture was taken in the city of Rockton in the year 1896 A. D.

A very sad accident occurred at the Beloit passenger station Sunday evening, June 22nd, when George, the seven-year-old son of Extra Freight Conductor Chris Hoogland, was killed when he pulled or tipped a large candy vending machine over on top of him, fracturing his skull. Medical attention was given immediately but nothing could be done to save his life. No one was in the station at the time and no one witnessed the accident, which proves to be the strangest on record. Little George had been to Milwaukee with his father, mother and brother, Russell, and they had returned on train No. 25, due in Beloit at 7:15. He asked his mother for a nickel to get some candy, and went in the station alone, and there met his demise. He leaves to mourn his loss his father, mother, brother and grandparents, as well as several uncles and nieces. He was laid to rest in the East Lawn Cemetery, in the presence of a host of sorrowing friends, on Wednesday afternoon, June 25th. Several carloads of flowers were sent by friends, and the most sincere sympathy of the employees of the Racine and South Western Division is extended to the sorrowing one. We wish to state that George was a most likable little chap, and was very fond of athletics of all kinds. He and his brother frequently put on public boxing bouts, and last fall they helped raise the money to finance the trip of Beloit's American Legion to Louisville, Ky., by giving exhibition bouts.

Night Yardmaster Art Wobig is enjoying two weeks' vacation away from his duties of keeping the trains moving at Beloit. Herr. Brinkman is handling the situation during his absence. "Brink" says, "I had no idea Art had so much to look after."

Leonard Carter, our energetic key pounder, is hammering out the orders in the dispatcher's chair at Beloit, off and on (excuse me, I should say talking out the orders, as the dispatchers are in the talkies now.)

Optimistic Joe, the expert ticket lifter on trains Nos. 21 and 36, is enjoying a few weeks' vacation at his summer resort in the northern woods.

Engineer Ed Sniveley went so far into the interior of the northern woods for a peaceful 4th of July that he had to take along a scythe to cut the weeds to see where he was going.

Plans are being made for the third annual picnic of the employees of the Racine and South

Western Division. Mr. J. T. Corbett has been elected as general chairman, which is proof enough of a good time for all. W. E. Bates has been elected secretary and treasurer.

Superintendent Thurber attended the Rotary convention at Chicago, held the week of June 23rd, and lasting until the next Saturday. He reports a very nice time and made the acquaintance of a prince who was attending the convention.

Louis Franz, the chief car assessor at the freight office, made a journey to New York to see a brother whom he had not seen in thirty years. Louis reports a very nice time, and says the people in the East treated him wonderfully.

Fred Eisenbart, timekeeper at the roundhouse, is spending a week's vacation in Canborn, Iowa.

Harold Armock, chief assistant at Burlington station, was a recent caller in Beloit. (What did you say the lady's name was?)

Has any one seen V. C. Smith? The fishing season is on and we have not heard one solitary thing from him. We should at least have a bid to a fish fry.

A. W. Hanson, former ticket clerk at Beloit, has resumed his duties at Beloit ticket office. He has gained considerable weight since we last saw him, but his work should bring back his perfect 36. The baggage is growing in volume and the way "Bob" does his stuff is nobody's business.

Rockford Personals

Mr. R. A. Woodworth and Mr. Thurber of Beloit, and Mr. H. A. Wicke of Chicago, were in attendance at our Safety First meeting held on June 9th.

Mr. J. T. Armstrong, division freight agent of Chicago, Mr. J. C. Connors, agent at Beloit, and Mr. Sweeney, agent at Freeport, appeared on the scene on June 10th.

Mr. Otto Stainer of Mr. Wickes' office, Chicago, was here on June 12th and 13th and again on June 19th and 20th on claim business.

We wonder why Mr. Schaudies, traveling freight agent of Chicago, seemed so riled when he was with us on June 27th.

Mr. Dolan, district adjuster of Chicago, and Mr. Zimmerman and Mr. Thurber of Beloit, were down on July 1st.

Mr. W. P. Hyzer, our chief clerk, joined the ranks of America's first musicians by playing the clarinet solo part in the Earlham, Iowa, band while on his vacation during the week of June 22nd.

The Milwaukee Road was well represented at the midwest advisory board meeting held at Hotel Faust on July 7th and 8th. The following from out of town were in attendance: Mr. J. T. Armstrong, division freight agent; Mr. F. O. Schaudies, traveling freight agent; Mr. T. P. Casey, general agent; Mr. J. L. Brown, general superintendent of transportation, and Mr. R. C. Sanders, assistant general freight agent of Chicago; Mr. N. P. Thurber, superintendent; Mr. R. A. Woodworth, trainmaster, and Mr. J. C. Connors, agent of Beloit; W. M. Thurber, superintendent at Savanna; Mr. J. Sweeney, agent at Freeport; C. F. Hotchkiss, agent at De Kalb; Mr. S. Sawtelle, agent, Elgin, and Mr. A. E. Halderman of the Western Weighing and Inspection Bureau, Milwaukee.

Grandma Condon is entertaining her daughter Helen and granddaughter Joyce of Cleveland, and we wish to say that Joyce with her snappy black eyes has won her way into the hearts of all of us.

Harley Shutter, our warehouse foreman, is spending his vacation with his brother at Tomah, Wis., and they are going bear hunting up somewhere in Canada.



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CHICAGO, ILLINOIS

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While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

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THREE FORKS, MONT.

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

For Sale—Boston terrier puppies. Sigmourney King breeding. One flashy male (should win in fast competition), \$75.00. One very good male, dark brindle color; perfect face markings, \$35.00. One light brindle male, \$20.00. One toy female, \$15.00. All litter mates, healthy and full of pep. Three generation pedigree and registration papers furnished with each pup. W. G. Herzog, Agent, Prior Lake, Minnesota.

Flat for Rent—In Forest Glen District, Chicago. Five rooms, large back porch and yard. 1½ blocks from Forest Glen station. Hot water heat. \$60.00. Phone Avenue 9095, Mrs. Florence.

Lot for Sale—Cedar Rapids, Iowa. On 22nd Avenue, West, near 10th Street. Lenox Addition, lot No. 176. Make me an offer. Carl Holmgren, 4027 Pleasant Ave., South Minneapolis.

For \$15 I will give you warranty deed to 50x150 feet in my tract just off the south shore of Squirrel Lake, 15 miles west of Minocqua, Wis., with roads off of Highway No. 70, right to the property. Close enough to the lake to enjoy its pleasures but at less than 5 per cent of lake front prices. A bit of the North Woods for your tent or shack. \$15 is the full price. Address A. Weitzenfeld, 4260 Milwaukee Ave., Chicago, Ill.

For Sale—Modern 8-room home with ¼ block of land; 2-car garage and hen house for 300 hens; 5 brooder stalls. Large barn 16x26. Property located 2 blocks west of Lutheran church. Chas. E. Guse, Box 427, Sanborn, Ia.

Lake Lot for Sale—A beautiful wooded lake lot on Lake Michigan, located in Muskegon, Mich., on the scenic drive; size 50 feet frontage, 800 feet in depth, and a sand beach of 100 feet. Price \$1,500, cash or terms. Write or phone Ray A. Freitag, 2728 West 35th Place, Chicago, Ill., Phone Virginia 1198.

For Sale—Five-room all modern, partly furnished house, with gas; good location and well kept up. Shade trees and nice lawn. Price, \$3,500. Write to Mr. Carl A. Svendsen, 501 N. Lake Ave., Miles City, Montana.

For Rent—Beautiful, new flat, 5 rooms; fine fireplace; good transportation, 2 blocks from Hanson Park R. R. station; excellent neighborhood, 1811 N. Lotus Avenue; furnace heat; \$50.00. Address inquiries to Classified Department, Milwaukee Magazine.

For Sale—Three-room house and 5 lots, at Bay City, Wis., at head of Lake Pepin. Good fishing and hunting. Price right. A. M. Groetsch, Agent, C. M. St. P. & P. R. R., Postoffice, Nelson, Wis., Box 74.

For Sale—Remington Typewriter, in good condition, \$20. Write C. E. Buzzell, Agent, Leaf River, Ill.

For Rent by Week or Month—Electric-lighted furnished cottages, from \$10 to \$30 per week, as to size. On a beautiful sand bottom lake on the Superior Division of the Milwaukee. Safe bathing beach for the kids. Store in connection. In the heart of Northern Wisconsin pines. Patronize a fellow employe. Pike, bass and pickerel abound. For descriptive folder and reservation date write—R. Maguire, 740 34th St., Milwaukee, Wis., Engr. Mil. Terminal Div., C. M. St. P. & P.

For Sale—Pedigreed New Zealand white and Stahl's gold certificate Chinchillas all ages, prices reasonable. Tanned chinchilla pelts 75 cents each. Vangilders Rabbitory, Box C, Tomahawk, Wis.

For Sale—6 grave section, located at Wisconsin Memorial Park, Milwaukee, Wis. America's finest Burial Estate, no tombstones or mounds, nothing gruesome, perpetual care included, for particulars see Frank F. Steiner, 64 38th St., Milwaukee, Wis.

For Sale—Nearly new, modern five-room house, in new residential section. Hardwood floors, tile bath and built-in shower, tile kitchen drain boards. Wired for electric range. Full concrete basement. Gravel driveway in rear. Garage in basement. \$4,500.00. Terms. Mrs. C. E. Wood, 3825 North 8th St. Phone Proctor 2858-J, Tacoma, Wash.

Grace Kampmeier and husband are spending their two weeks' vacation touring the west and taking in such points of interest as Pike's Peak, Yellowstone Park, Colorado Springs, etc.

We wonder how Mr. Meyers had the ambition to get out on such a hot day as this but he surely did as here we find him this blistery hot July day, July 9th, and that speaks well for him.

We note that Mrs. Swency is stepping out on him, for we note by the Magazine that she attended the recent O. S. & D. district meeting held at Rockford during May.

Tacoma Shon Notes "Andy"

WE have it from very good authority that Cal Snyder, the A. F. E. sleuth in district accountant's office, has taken up golf—don't know what for—he had enough bad habits. We have not seen him in knickers and loud socks as yet, but probably he is only playing baby golf, and in that case he would only need a pair of rompers.

Lulu Keyes, chief stenographer in D. M. M. office, has left on her vacation which she intends to spend in California. She left the other night about midnight on one of the big boats, in fact it was one of the biggest, that's why only one was required. She intends to visit with friends and relatives in and about San Francisco. We understand that Mrs. Keyes, her mother, who has been visiting down there for some time, will return with her. This is Lulu's first ocean voyage, so the fish are in for a good feed. She said she could carry her own lunch but of course that remains to be seen. She was advised before leaving to take along a side of bacon and a few hams, because they are so nice to munch on while

promenading the deck or hanging on the rail.

Mr. and Mrs. Philip DeGuire, Superior Division engineer, have been visiting on the coast with their daughter at Bellingham, and son Cecil DeGuire, assistant chief clerk, A. S. M. P. office, at Tacoma. Mr. DeGuire is an old-timer on the Superior Division and has many friends on the Coast Division who formerly worked and associated with him in the east.

Another interesting piece of news is the arrival of a son at the home of Jack Dorsey of the Store Department. Mr. Dorsey's smile indicated no small amount of joy, and the candy and cigars were enjoyed by all. Congratulations are in order.

James Stevenson, our two-gun messenger, has taken a leave of absence and has gone east of the mountains. Many reports were received that part of that country over there was getting pretty wild, so Jim had to go there to hold them down.

Walter Monroe Evans, Jr., son of W. M. Evans, former load dispatcher, is holding down the job of messenger. Monroe is not of the two-gun variety, however. He wants to be an aviator; he is what you call air minded, or conscious, or whatever it is. Anyway, he is peddling the messages and mail to keep his landing gear in good running order.

In our notes we have sort of overlooked the fact that we have at Tacoma the chief surgeon's office and staff, consisting of Dr. Willard, chief surgeon, and associate doctors Leavorton, Hopkins and Cresswell, and also a Miss Magaard, who takes care of the office work. There may be more, but that is all we can think of without making a check. Aside from the fact that Dr. Willard and Dr. Leavorton received some very special recognition at a convention held in Butte recently,

we have no news at this time to report. However, our news hound is on the job and no doubt future issues will contain news from this department.

"Harrowing Experience of a Catfisherman"

J. E. Robinson, Steward 5107

THE above caption suggests the terrible position which one B— M— of Miles City found himself in when he tried to land one of the hungry denizens of the deep and angry Yellowstone. It seems that B— was wading along looking for some sort of bait which would attract a fish, any kind of a fish, and so intent was he upon getting bait that he forgot his main tackle which was trailing along behind him. Suddenly he got a vicious pull on his line and the fight was on, B— pulling one way while the cat was pulling the other. B— knew that something had to give way and knowing that one end of the line was fast to his trousers, and also knowing the tenacity for which the catfish is noted, he immediately decided that he would force matters and take the fight to the fish.

He would have succeeded but lo and behold, he was standing on very slippery ground and mud is home sweet home to a catfish. He finally got his hands on one of the fish's gills but the fish turned very quickly and threw a lot of mud in his face, knocking his feet out from under him and submerging him in the murky depths.

B— swears now that he knows where cat tails come from, for that is what he had in his hand when he came to the surface. I think the Miles City bunch will appreciate this story as it will warn a lot of the boys to be careful how they handle catfish.



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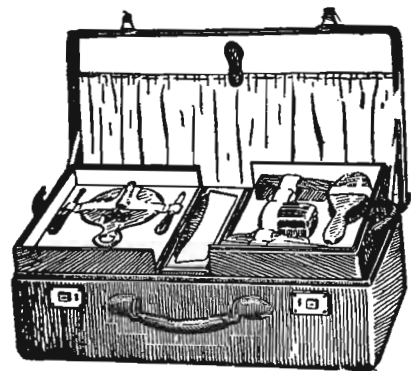
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