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At thirty-three years of age he was superintendent of motive power for the Chicago Great Western System—the youngest man ever to hold that important position.

A few years later he started making his own automobiles, with the ideals of successful railroading clear and strong in his mind.

Consequently, in Chrysler Motors products—Chrysler, Dodge, De Soto, Plymouth—you will recognize a following of the principles and practices that characterize railroad training.

So effective have they proved that people in all walks of life are alive to the comfort, security, high quality and assurance of good service provided by Chrysler Motors products in their various fields.

Of course, you readily understand the important part played on the upbuilding of the third largest group of automotive industries in the world by these lessons learned in the railroad business.

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Wausau, Metropolis of North Central Wisconsin

Compiled by LEE JACKSON, Secretary, Chamber of Commerce

Photos by W. I. LaGarte

THE MILWAUKEE MAGAZINE
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No. 5

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 25,756, and sits on 1,200 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. & E. Railroad, the C. & N. W., and the Wisconsin Valley Electric Company, which last named operates a street car line between Wausau and nearby 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, which is 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.

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 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.

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 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.
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 Association, 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

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, sleighing, 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
Vausau'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 to 1877 the sawmill was the chief industry, until the present day when sixty manufacturing enterprises 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, Wrokaw and Mosinee.

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. Blais, 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 Bizer, 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."
Thoughts on Safety

F. L. Paul, Master Mechanic

The railroads of America were, well, the invention 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 minds of the employees, so as to keep the was motivated by purely humanitarian thoughts. Through the medium of safety meetings, safety 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 the thoughts of our workers. It is a spirit of service to humanity. Let us visualize it, grasp it, stick to it, and make it one of the tenets of our faith in humanity—constant effort to conserve the lives and safety of all accidents to prevent repetition.

In its inception, the safety idea was motivated by purely humanitarian thoughts, the 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 minds of the employees, so as to keep the was motivated by purely humanitarian thoughts.

As an example, on our railroad our management discovered that the safety measures made effective were productive of good results, and that, while there was a considerable saving to the railroad, the gain was 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 the thoughts of our workers.

This Educational Safety idea developed Safety Departments on all railroads and in the industries. Safety pays in many ways. As one employee of the railroad put it, "I can save a few seconds that way. Gee, I'm glad I'm glad."

Mr. Bussa recalls the time when the Jesse James gang held up the bank at Northfield, Minnesota. They 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 in 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. Stever
Assistant Car Foreman, Tacoma Shops

HO, HUM? Well, another day. Doggone, put my sock on wrong side out! Sure will have to watch myself to-day! 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 to cross the 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—I always stand on the floor. Cont. 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 at 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 air hose off my motor. How in h— do you stop that d— snake picking up so much fuss, anyway? Some wise crack over there is yelling at me, “Why didn’t you read your Red Book Rules?” They were more for me. Well, that just put me on the 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 mosey over and have a lunch. Oh, 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.
“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 occurring on various parts of this and other railroads indicate there is yet considerable to be done.

There are three main factors entering into or causing personal injuries namely, unsafe conditions, unsafe practice and carelessness. The latter contributing to at least 95 per cent of all accidents which result in injury and possibly death. This can only be corrected by correct unsafe conditions, namely, unsafe practice and carelessness.

The latter are the result of about 5 per cent of all accidents which result in injury and possibly death. This can only be corrected by correct unsafe conditions, namely, unsafe practice and carelessness.

Report on unsafe conditions promptly and earnestly and if 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 a desire to get the job done in a hurry, 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 “Obey the rules and be safe.” 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 injury or accident. Learning how to perform our work safely. We all have loved ones depending upon us that we DO care for. There are two or three main factors entering into or causing personal injuries namely, unsafe conditions, unsafe practice and carelessness. The latter contributing to at least 95 per cent of all accidents which result in injury and possibly death. This can only be corrected by correct unsafe conditions, namely, unsafe practice and carelessness.

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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.

“There 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 peculiar and if care be thought out beforehand from a maintenance viewpoint backed with experience, efficient as well as safe practical 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 through carelessness or unsafe practice for the injury of oneself 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 work. We must do our part by complying with the rules set before us and stop our carelessness and unsafe practice.

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

Ardent Booster for Accident Prevention

THIS is a picture of Passenger Conductor Benjamin Oleson, a familiar figure on the I. & D. Division since 1874.

Mr. Oleson was born in Wisconsin on March 5, 1856.

He entered the service of the Milwaukee Railroad on January 18, 1874, as a brakeman, working out of McGregor, Iowa, and was promoted on May 23, 1879. He has served the Milwaukee Railroad and its patrons in a courteous, faithful and efficient manner and has handled various runs on the I. & D. Division.

He has many interesting stories relating to the trials and tribulations of the earlier days and the progressive improvements that have been made. Mr. Oleson at that time.

In the summer of 1900 he worked with a construction gang hauling gravel and supplies east of Mitchell for building a track to Chamberlain. There 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 employes 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 injury. They were Jim Doyle, with whom he comes in contact to perform their work in a safe manner so as not to be injured.
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 and the usual things that happen and envision the course of action in their imaginations to be followed under unexpected conditions; once the performance however, with the perfection of the Kansas City Division of routine duties has been satisfactorily solved for day to day action.

Entirely successful Safety First operation rests from delib erately and carefully planned action on the part of the men concerned with its application. Safety First like any other worthwhile thing, takes not 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.

SAFETY RECORDS

The following departments in the Chicago Terminals went through the month of June without a reportable injury: Locomotive, Car, Track, B. & B. Engineers, 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, H. L. Foreman, H. L. Mills and Master Mechanic C. L. Emerson, has completed a total of 525 days without a reportable injury.

Superintendent Whiting calls attention to the splendid service that 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 Ben­ senville in the Chicago Terminals, averaging nine men, coming under Local Store­ keeper 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, 1920, 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 together with nine 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, reports 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 Olbiber, Tony Picozzo, John Angelo, Leo O'Rourke, Carlo Cestanzo, 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 13, 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:

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<tr>
<th>Department</th>
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<tr>
<td>Engineering</td>
<td>R. G. Heck</td>
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<td>B. &amp; B.</td>
<td>A. H. Roberts</td>
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<td>Loco-Savanna</td>
<td>F. L. Mullen</td>
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<td>H. E. Buckingham</td>
<td>Switch Mill</td>
</tr>
<tr>
<td>Savannah Station</td>
<td>A. J. Reinhr</td>
<td>Agent</td>
</tr>
<tr>
<td>Yard Enginemen</td>
<td>Y. H. Hughes</td>
<td>Traveling Engineer</td>
</tr>
<tr>
<td>Yard Enginemen</td>
<td>J. J. Flanigan</td>
<td>Trainmaster</td>
</tr>
<tr>
<td>Road Enginemen</td>
<td>P. H. Hughes,</td>
<td>Traveling Engineer</td>
</tr>
</tbody>
</table>

At Savannah 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 Savannah went through the year 1929 and so far this year without a reportable injury, and the same class of employees at Davenport have not had a reportable injury since February, 1929. The Store Department employees completed the year 1929, and have gone so far this year with­ out a reportable injury. The B. & B. Department employees have not had a reportable injury since February, 1929; the Car Department employees at Nahant, since March 14, 1929; trainmen at Davenport, since June, 1929; the Signal Department, since November, 1929, and 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." Thus 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. Welland, with 50 men, 215 days; Roadmaster A. C. Tubbaugh, 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 service­ tive Department forces at Ottumwa, under Roundhouse Foreman H. L. Mc­ Caughy, 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 C. C. Sheridan, has completed more than 1,225 days without a reportable injury, a very outstanding

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; Co­ burg, 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 600 days without a reportable injury. A very nice record.
Roadmaster P. McMahon, I. & D. Division, has not had a reportable injury in the force of 48 men for 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 Lewiston, Montana, under Foreman G. W. Van Gorden, has not had a reportable 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 Lewiston, 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 by 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 forces on the Tacoma Shops and coach yards 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 Shops and coach yards completed one year's time since having a reportable or lost time injury since December, 1928.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Division</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. F. Hoehn</td>
<td>Superintendent</td>
<td>Trans-Missouri</td>
<td>Peninsula Steam Shop</td>
</tr>
<tr>
<td>John Turner</td>
<td>Master Mechanic</td>
<td>Twin City Terminals</td>
<td></td>
</tr>
<tr>
<td>F. D. Campbell</td>
<td>Asst. Sup't Car Dept</td>
<td>Lines West</td>
<td></td>
</tr>
<tr>
<td>A. E. Minley</td>
<td>Asst. Master Mechanic</td>
<td>Chicago Terminals</td>
<td></td>
</tr>
<tr>
<td>H. R. Albrecht</td>
<td>Traveling Engineer</td>
<td>Hastings &amp; Dakota</td>
<td></td>
</tr>
<tr>
<td>H. C. Blake</td>
<td>Division Engineer</td>
<td>Chicago Terminals</td>
<td></td>
</tr>
<tr>
<td>G. A. Larson</td>
<td>Roadmaster</td>
<td>Milwaukee Terminals</td>
<td></td>
</tr>
<tr>
<td>L. L. Tofts</td>
<td>General Foreman in Charge of Large Extra Gang,</td>
<td>Chicago Terminals</td>
<td></td>
</tr>
<tr>
<td>L. J. Denz</td>
<td>Chief Carpenter</td>
<td>Chicago Terminals</td>
<td></td>
</tr>
<tr>
<td>W. G. Chipman</td>
<td>General Yardmaster</td>
<td>Illinois</td>
<td></td>
</tr>
<tr>
<td>F. M. McPherson</td>
<td>Agent, Union Street Station</td>
<td>Chicago Terminals</td>
<td></td>
</tr>
<tr>
<td>F. E. Pack</td>
<td>Blader Storekeeper</td>
<td>Territorial</td>
<td></td>
</tr>
<tr>
<td>A. O. Swift</td>
<td>Signal Supervisor</td>
<td>Illinois</td>
<td></td>
</tr>
<tr>
<td>J. G. Wetherell</td>
<td>Engineer (Grade Separation)</td>
<td>Milwaukee Terminals</td>
<td></td>
</tr>
<tr>
<td>F. Ferster</td>
<td>Car Shop Superintendent</td>
<td>Milwaukee Terminals</td>
<td></td>
</tr>
<tr>
<td>J. W. Dow</td>
<td>Service Shop Superintendent</td>
<td>Milwaukee Terminals</td>
<td></td>
</tr>
<tr>
<td>J. H. Curran</td>
<td>Character Storekeeper</td>
<td>Milwaukee Terminals</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Division</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Jenson</td>
<td>Car Shop Superintendent</td>
<td>Lines West</td>
<td></td>
</tr>
<tr>
<td>J. C. Davis</td>
<td>Foreman, West Clinton</td>
<td>Chicago Terminals</td>
<td></td>
</tr>
<tr>
<td>J. P. McMahon</td>
<td>Roadmaster</td>
<td>Milwaukee Terminals</td>
<td></td>
</tr>
<tr>
<td>T. E. Waugh</td>
<td>Roundup</td>
<td>Racine</td>
<td></td>
</tr>
<tr>
<td>E. H. Shook</td>
<td>Avey</td>
<td>Racine</td>
<td></td>
</tr>
<tr>
<td>R. Borden</td>
<td>Honer</td>
<td>Racine</td>
<td></td>
</tr>
<tr>
<td>R. J. Morse</td>
<td>Deer Lodge</td>
<td>Racine</td>
<td></td>
</tr>
<tr>
<td>B. H. Smith</td>
<td>Batte</td>
<td>Racine</td>
<td></td>
</tr>
<tr>
<td>John Haugen</td>
<td>Three Forks</td>
<td>Racine</td>
<td></td>
</tr>
<tr>
<td>L. E. Waugh</td>
<td>Roundup</td>
<td>Racine</td>
<td></td>
</tr>
<tr>
<td>J. H. Snedeker</td>
<td>Minnewau</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. C. Rognonson</td>
<td>Mebroid</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

The Car Department forces under District Master Mechanic H. E. Riech, on Lines West, have been making some nice records, as well as being noted from the following:

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Division</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shop or Roundhouse</td>
<td>Foreman</td>
<td>No. of Men Employed</td>
<td></td>
</tr>
<tr>
<td>Miles City (Roundhouse)</td>
<td>Barry Gibb</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>Miles City (Shop)</td>
<td>Foreman Kellum</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>Mobridge</td>
<td>Foreman Kellum</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Lewistown</td>
<td>W. H. Moski</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Harlowton</td>
<td>J. M. Fieray</td>
<td>49</td>
<td></td>
</tr>
</tbody>
</table>

One of the greatest Safety First records on record is the following division through the entire month of June without a reportable injury:

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Division</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iowa</td>
<td>Iowa</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terre Haute</td>
<td>Terre Haute</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Racine &amp; Southwestern</td>
<td>Terre Haute</td>
<td></td>
<td></td>
</tr>
<tr>
<td>La Crosse</td>
<td>Racine &amp; Southwestern</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Madison</td>
<td>Madison</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wisconsin Valley</td>
<td>Madison</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Superior</td>
<td>Superior</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The results for June as a whole were somewhat disappointing, although we will have a reduction of almost 75 per cent under last year, and 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 least 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-employee 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: "Pardon, it ain't de trials wh ut worry me. It's de verdict!"

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THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

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790 Union Station, Chicago, Illinois
In Charge of Advertising

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Three Cents

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 Milwaukee 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 transferred to the city agent's office. On September 1, 1920, he was appointed city ticket agent in St. Paul, from which he was transferred to Minneapolis four 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 Union Station Building, Chicago.

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 in the Overtures

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 picturesque situated passenger station at Dubuque, 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 clean-up 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 station so that it shone with a new cleanliness. Second Trick Operator J. J. Blauw "toted" his garden hose down and a grand washdown of the "layoff" hours of the night and Sunday. Now Ticket Agent Brown spiritedly 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.

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, October 7th, 1930, at 6:00 p.m. The Society's Reception Parlor in the Hotel Westminster will be open 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 Internationale de la Victoire and Medaille de Verdun please write for further information to Frederick G. Mainer, 6819-A Prairie Ave., Chicago, Ill.

Appointments

Mr. J. N. Jeffery, formerly auditor of station accounts, has been appointed credit officer, succeeding Mr. W. F. Dudley, retired.

Mr. F. D. Dale succeeds Mr. Jeffery 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. Flanagan's thought waves in the direction of safety: "M. J. Flanagan, 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 to be 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 chery 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 inquirings in regard to the Twelfth Annual Convention.

"The following Convention for the information of many members of the Veteran Employees Association who have been inquirings in regard to the Twelfth Annual Convention of the Milwaukee Veteran Employees Association shall be postponed until next year."

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

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
Andrew Andersen
Albert Bray
Andrew Butterfield
John Crowely
Christopher Harrison
Martin M. Juski
Lepold Linke
Henry M. Lint
John Oppelt
Martin W. Parker
Erwin L. Rumsey
Andrew Andersen
John Crowley
Andrew Butterfield
Martin M. Juski
Lepold Linke
Henry M. Lint
John Oppelt
Martin W. Parker
Erwin L. Rumsey

Occupation
Cable Splicer
Dispatcher
Laborer
Blacksmith
Locomotive Fireman
Mason
Blacksmith
Tool Room Man
Carman
Agent
Truck Driver

Division or Department
Milwaukee Shops
La Crosse Division
Milwaukee Shops
Milwaukee Shops
Milwaukee Shops
Milwaukee Shops
Milwaukee Shops
La Crosse Division
Milwaukee Shops
C. W. MITCHELL, Secretary-Treasurer.
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 were 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 asphalitic 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 asphalitic 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 26 cars at one time; 42 on the east side of the platform and 6 on the west side.

The length of entire dock along the front is 620 feet and depth of water along the dock front is 15 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 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.
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 outlaw, 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 manually played their part in 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 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 born 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 sly, stormy night, likewise to step in between and off the brake and pin carriages.

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 numbers. What time is it?

"Have you been around these lie-bys before, Art? You can tell me what's going to happen."

"I heard you all the time, Jerry, and you can send it in that way!"

"Oh, yes, I heard it and it sounded like our time slips, can't we cut it down a little?"

"Well, you two birds would sure get along together. Is the number on this caboose 343? I couldn't quite distinguish it in the dark."

"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 eaten 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."

"Well, that's a reverse number, it's un-lucky 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. He 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."

"We'll, 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 sometime ago and I had to sing 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 me a milk toast, Joe; I'm not hungry."

"Humph, I never saw you when you were first. All you live on it 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 your curtail."

"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, "the newcomer and another one. Make it a big one, I told you he was hungry."

The second one disappeared as fast as the first, then he knew the slow moving home guard, 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 must have come 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 trip, Oh boy, what luck, we caught a delayed silk train and passed two cars 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, "the boomer, he has brought us good luck."

I often rode the deck with him and enjoyed hearing him tell in his soft melo­dious 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 detailed our engine at Port 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 out the other when there was a fire braking signal. 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 a week, and I didn't get a cent 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, Chinamen, 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 I was 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 care. 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. It wasn't safe to leave the bunk cars after dark. There were at least ten dead men found in the spring after the snow cleared away. The first and last place I worked was at Vicksburg, that's where I would have stayed there but six of us got canned because if you hadn't they would have taken it away from you. Pat's is the toughest place in town. They really knock them down coming in and drag them out the back way and drop them into the canal.

In spite of all my pleadings he went up town, and about three in the morning he came staggering into the caboose and flopped on the cushion with a shuffling of 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 boiler. I believed plainly that he had been hitting the booze plenty hard. I asked him the next morning what kind of a time he had.

"I had a dang good 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 really 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 up my roll wasn't big enough to get in the game. Next payday, though, I'm going there and play. 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 lodging 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 game of chips that would trip an ox and I'm going to rig myself out with a suit of clothes and shoes and play with what's left."

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 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

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 in less than that during his forty-nine years of service, he has never sustained a reportable injury. It is his intention to continue in a chauvinistic record indefinitely. He is very proud of what he has accomplished, and has just cause for being so.

"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 'Nigger Jones' and the other fellow they styled 'White'. 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 going 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 of an evening and this particular evening found us in town for a 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.' 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 an ambuscade one and that gave me an opportunity to make my getaway. They chased me two blocks, but I eluded them and 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."
Railroading by Water

WHILE the majority of our employes 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 waybills 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 requires 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, a copy of the San Francisco to Seattle time table, portrays 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 258 feet long.
- One 8-car barge 210 feet long.
- One 10-car barge 210 feet long.
- One 12-car barge 210 feet long.
- Two 18-car barges 210 feet long.
- One 20-car barge 210 feet long.

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

The main picture on the first page was taken at Seattle, and carefully checks the tide in or outbound trains, a port master, Mr. Harry Wilson, is located at the gridiron. Instead of the yardmaster perusing a time table to determine the schedule of in or out bound trains, a port master, Mr. Harry Wilson, is located at the gridiron. Instead of the yardmaster perusing a time table to determine the schedule of in or out bound trains, a port master, Mr. Harry Wilson, is located at the gridiron.

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.

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Where one barge is towed singly a line 800 to 1,200 feet long separates it from the tug, depending upon 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 fore and aft 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.

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 the tug captain to avoid a wave rush, which would cause logs to break away from the enclosing boom. 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, execting 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 landing not equipped with portable apron which is being utilized by the Drummond Lighterage Company, Lillico Tug & Barge Company, Chelsy Tug & Barge, and the Foss Tug & Barge Company, in the transportation of cars to and from local mills and other localities along the Sound.

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) for the government in the construction of battleships as well as commercial business is being transported on this line.

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The Milwaukee on the Air

BEFORE the opening of the tourist season The Milwaukee Railroad went from stations KSTP and WCCO on each Wednesday, from 6:30 to 6:45 P. M., between April 16th and June 30th, presenting exciting entertainment programs. Because the Olymyps 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 printing 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 adduced 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 Olympian, the New Olympian, first choice of vacation travelers to the Northwest Wonderland, was first to provide transcontinental roller-bearing riding cars, 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 newspaper reports and a bulletin. 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 sixty 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 takes you through the train, the finest I have ever seen.

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 true gift.

Lady Cricketfield: I say, what a handsome restaurant car! And such lovely lamps. Good taste, that mahogany, gold and ivory finish. And those 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 linoleum has the railroad'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 food, 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. I'm sure 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.

Lord 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, 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.: Yes, our trademark. Tablecloths and napkins were made in Ireland.

Lord Cricketfield: Yes, yes. I've dined at his place on Broadway many times I think 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 there's a library of 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.

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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.
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, low summer, further rides to Yellowstone Park and call the North 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 commencing May 15th and June 1st.

The Olympian's Travel Bureau at 5th and Robert Streets, 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.

(Segue.) with The Milwaukee Road Smile.

Consider the Steel Gang

Arthur H. Peterson, Steel Gang Foreman

Roadmaster Moberly and the Steel Gang

W T H the thousands of miles of trackage all over the civilized world, and the multitude of trains carrying passengers and freight to the remotest abodes 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 linear 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 25,169 linear 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 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 adze 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 linear 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 March 3, twenty-one days were spent in laying a total of 285,629 linear feet of rail with a crew averaging 156 men. On the Iowa Division, thirty-eight days were spent laying 746,865 linear 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 linear 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 hardest single track lines owned and operated by the C. M. St. P. & P., or any other railroad. Trains 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 linear 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, man's work. No silly 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 mallet a sound never to be forgotten. 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.
The Agricultural and Colonization Department

THE GREAT COMEBACK OF AGRICULTURE

IN an address under the above title, Charles F. Colliison, 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, Minnesota, and Montana:

"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 $4 per cent. of all this increase, or $351,079,000, came from livestock, poultry and dairy products. Their value increased 81 per cent in seven years.
alone. They came from an expansion of livestock raising.

These four states increased their swine 31 per cent, sheep 59 per cent, shipments of poultry and eggs 14 per cent; the value of cattle, hogs and sheep, 75 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 $104,223,000 in 1921 to $294,372,000, in 1928, a gain of $104,349,000.

Quality, purity and control of feeds and grains are higher than before the war. But they are still lower in their exchange value, as compared with the real prices of commodities that farmers buy.

As cash crops, therefore, our wheat, corn, oats 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 decided 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.

Yet that kind of a farmer is becoming more and more rare, because of the declining wheat prices, mounting taxes and other costs, and the declining yields of single-crop farming.

The wise farmer has found out that the 'cow-saw-steer and hen' type of farming—with sheep as a good side-line, 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 par with the products of the general 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, or a crate of chickens, a beef steer or a case of cream, he can go into the store and buy meat and merchandise, just as they buy it.

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 merchandising price level.

Farmer John's sheep will buy hats and clothing; his steer will 'trade in' for automobiles and radios; his buttermilk will purchase milking machines, lumber, cement and field equipment. The wise farmer'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 farmers buying power has been actually greater than that of the manufacturer, the jobber or the retailer. His goods have a higher buying value 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 from the Presho country, South Dakota, Wisconsin, Idaho, Oregon and Washington. The meeting was held at Aberdeen in November, 1929, the last of the series of 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 original club of the Rural Club Movement.

The farmers present felt that the conference was so valuable and the noon luncheon together so pleasant that a farmers' luncheon club would be a real help to the farmers of Brown County. The club held a Farmers' Institute this winter, with the Agricultural Development Department 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 original club of the Rural Club Movement.

The farmers are interested in feeding, spraying and spray material, picking, hauling, packing boxes, ladders, picking bags, water and taxes, etc. 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 in Brown County, W. E. Dittmer, county agent for Brown County, to assist them in getting information that the farmers 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 raising of steers to feed, possibilities in feeding beef and methods of marketing. The Farmers' Club of 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 interested in feeding will be invited, to exchange experiences, get information from the South Dakota Extension 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 cooperating with the bank in holding this conference and getting all the information available in available form for the feeders who attend. The farmers will decide themselves whether feeding is a profitable job in the Presho country, what qualifications 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 keep an accurate account for 1929, which shows interesting results.

From 700 Winesap trees he packed 8,892 boxes that sold for $111,031.10; 239 Jonathan trees produced 2,651 boxes that brought him $315,14.84; 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 included thinning, spraying and spray material, picking, hauling, packing boxes, ladders, picking bags, wear and taxes, totalled $9,845.58, which leaves a net profit of $7,420.49 for the 1,040 trees on the 17 acres, or $473.08 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 8 feet long, and the total weight of the cherries was 3/4 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.

The low lift lands surrounding Moses Lake, in Washington, offer wonderful advantages for fruit growers and diversified farmers. C. E. Collisson, field agent of our Agricultural Department, is seeking to aid the residents of this district to
This year Nagel Bros. selected 30 acres for growing early potatoes. The crop was planted in early March and first cars shipped one month later. The 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 $0.00 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 June, which give both 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. Mr. Hall commented on the work of much value to agriculture in South Dakota 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 believes 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, the latter part of 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 operate throughout 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-breeds 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 Springs will be glad to give full information to anyone interested in the opportunities offered in this territory, as well as to 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 cooperation 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 extra. 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 cooperation with Paul Lewis and J. O. Hembre, county agents for Custer and Fallon counties. The Montana 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 pick-ups 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 for 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 yourself 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 interests of others—be a lifter.
   c. Develop courtesy, politeness and respect for the principles of perfection.
   d. Make "Please," "Thank you," 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 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.
22. Never overlook the opportunity to learn something.
23. Plan 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 businessman who 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. Always be physically fit for anything.
31. Speed up.
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!"

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 12th.

This is the third group of editors the Endowment has brought to America, the first being from Great Britain, and the second from Germany. The partizans of friendship, in their correspondence, have been highly appreciative of the Milwaukee's hospitality.

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. Groome, 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.

Never put off till tomorrow what you can do today.

Remember—it's the little things in life that count.

Do not be afraid to admit that you are wrong.

With God's help you can do anything.

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 Missouri alone, to see his mother, 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 daring car steward Byron R. Rogers, sleeping car conductor R. G. McMullen and the train maid, Bessee 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 sympathetic 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. This is one of the conclusions presented by R. C. Askby, 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 proved himself no mean contestant for the honors of the "Open" Golf Tournament.
Masonic City Chapter  
Fay Sturm

THE regular meeting of the Masonic City Chapter of the Milwaukee Women's Club was held at 10 a.m., June 10.

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

A luncheon was given in the club rooms in 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 flower baskets filled with spires were placed on the platform in the front of the large club room. There were gifts given to several members who had recently been ill and one whose son was in hospital.

Mrs. W. E. Tretcher, reported an amount of $27.00 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, etc., to several members who may have occasion to use it.

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 all the groceries were covered dishes furnished by those attending. Mrs. McDonald had charge of the supper. Food left over from supper was donated to the poor.

The supper was 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. Estrella, 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 ball and enjoyed cards for the remainder of the afternoon. Honors in bridge were awarded Mrs. John Schults and Mrs. W. W. Estrella, both of Wausau, and Mrs. T. Thompson, of Merrill. In “500,” prizes were received by Mrs. Wm. McMahan, Wausau; Mrs. Oscar Sutherland, Tomahawk, and Mrs. Elym 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

STOUM 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 Minneapolis 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 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 snowy white net curtains give the room a home-like appearance; likewise a comfortable red 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 rug made 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 Knuck, assisted by Mrs. J. R. Bankson, Mrs. W. D. Griffith and Mrs. Hass, 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 the wholesome and pleasant occasion 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. Hartnuff 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 Kempson added a big boy, who will be in line to help his father that cresting before long.

Mrs. Pete Larson, secretary to the office, is not the luckiest member to have 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 953 as of December 31, 1929, and 373 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 of House and Purchases, Miss Loretta Kuhn, reports that two very pretty chairs, two lamps, and a whiting 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 24.

The program at our April meeting was furnished by Superintendent W. M. Thurber and Agent A. J. Reinhe. 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 trip. 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. Wyrick, 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
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, June 19th. The sum of $24.35 was cleared.

Mrs. J. S. Morrison and children have gone to Miltona Lake, Minn., to spend the summer.

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

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

Mrs. Frank Blieske is in Los Angeles and after returning to Kansas City she will go to Chicago 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 29.

Mrs. Dider was born in Grandville, Mich., and had lived in Kansas City twenty-six years. She is survived by her husband, Mr. John Dider, an engineer, who passed away on May 2nd. Mrs. Dider had been an invalid for eight years. She was 61 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. Hartsuff, 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 by prominent members, many children have been nicely outfitted for school—shoes and many other children's clothes purchased—also school supplies furnished several children.

Several hundred personal cards were made. Many gifts of flowers and baking, jelly and fruit were donated by various members, quilt pieces for Easter and a number of gifts for a picnic were received.

About 75 dinner cards and letters of sympathy and about 100 magazines were taken to those who were ill.

Page Twenty-two

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 bridging and $10 were played following the business meeting. Nice prizes were given—and no charge made.

Madison Chapter
Mrs. H. L. Dayy, Secretary

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. O.Hara, a member of the Milwaukee Chapter, sailed for France with the Gold Star Mothers on June 15.

As much 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 picnic in the following week or 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 $105.35. 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 employe 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. Water and her two daughters, and daughter, Jane, whom we afterwards learned were the grandchildren and daughter of Mrs. Couzens, in a tender message, the following program: Howard, a lad of about fifteen, played a piano solo entitled "Country Garden," and later a vocal solo, done 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 meeting of the Ladd Chapter met in Knapp's Hall July 9th, with President Mrs. Charles Taggart 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. Euhl and Mrs. Taggart, in cards; and to Mrs. George Sinn and Mrs. George Pohl, in bunco. Refreshments were served by the committee in charge.

General Office, Chicago
Vita

Comptroller's Office

On Sunday, June 29th, Miss Katherine O'Hara gave a tea at the home of her sister, Mrs. Davison, for some of her former co-workers of the comptroller's office. The soup was played and Misses Ruth Barringer, Alice Sandberg, and Marie Donnelly were the winners of the first, second, and booby prices, respectively. Miss O'Hara has returned to her home in Stranton, Pennsylvania, where she will be 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 nourishment in the immediate vicinity of the left optie 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 Dulan and Mr. Robert McGowan, which was solemnized June 21st. Our congratulations are extended to Mr. and Mrs. Dulan.

Engineering Department

Mr. Walter French, Instrumentman on the Pola-Birmingham Line at Liberty, has a brand new Studebaker sedan, and any of the ladies expecting to go down to Excelor Springs will call on him he will be glad to cart them around.

He is at leisure evenings and Sundays.

Mr. C. E. Van Mol is leaving the drafting room to go down to work at Liberty.

Mr. R. C. Solfert is spending his vacation in Detroit and Denver. Wonder why he went to join. Here comes the aviation from the drafting room with a brand new haircut. He didn't look good. I don't think he'll take 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. Dorothy Walter of Canton, Ohio, and young son spent several days in Chicago recently. Mrs. Walter may be better known as Mary Merrill (for East Wind—Mike a Minute), sister of Hazel, and a former Milwaukee employee.
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—and 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 heels—or nearly so—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.

Furishing 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 rug hookers, they can be achieved at much less, particularly if you have friends enough to supply your rug 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 usual little bench. 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 furnish often than the so-called art-modemene 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.
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 gift of heavy cream, whipped; one-fourth cup of currant jelly and one-fourth cup of shredded coconut. 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 coconut. If the coconut 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 to 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 Catup.—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 tablespoonspoons 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.


6902. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 2-year size requires 11/2 yards of 39-inch material. For contrasting material, 1/4 yard 39 inches wide is required, cut cross-wise. Price 12c.

6816. Girls' Apron. Cut in one size, medium. It requires 1 1/4 yards of 40-inch material, together with 1/2 yards of bias binding put on as illustrated. Price 12c.
SPECIAL COMMENDATION

A FIRE, which broke out on the roof of station building at Ingaan May 14, was discovered by Section Foreman Lawrence Noffsinger's wife, who, aided by school chil-
dren 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 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 283, June 24th, was puffed by, di-
scovered a broken wheel, he signaled the conductor, and car was promptly set out for repairs.

Otto Timm, of the General Freight Depart-
ment, 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 Belleuve, Iowa, influenced the routing of a carload of castings for Denver, Colo., via our line.

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

Receiving Clerk R. Reiner, 3 shipments.
Receiving Clerk R. Detine, 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 Gen-
eral Agent Casey's Office, on which we were eliminated from the routing.

Frank Voeltze, 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 sta-
tion 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 atten-
tion. Train was stopped and the defect re-
moved, thus preventing a serious derailment.

R. & S. W. Division Brakeman F. Jordan, as train No. 87 was puffed 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. R.

MR. FRANK VOELTZE, freight house foreman, Wausau, furnished information which resulted in our securing a carload of registers and furnace fittings from Minne-

Aberdeen 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 Depart-
ment and shippers, and we are now securing the through haul on this business.

Division Storekeeper Gove at Aberdeen in-

fluenced the sale of two round-trip tickets, Aberdeen to Walla Walla, Washington, and re-
turn.

The Traffic Department at Aberdeen com-

The Traffic Department at Aberdeen com-

bined the following for their activities in securing freight and passenger business:

Storekeeper Jay Gove, Aberdeen, for plac-
ing 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 corn and other supplies used by seed houses.

Perishable Freight Inspector A. E. Estes, Aberdeen, for solicitation with receivers of car-
load fruit and vegetables originating in the Southwest Territory, and his placing of several carloads of vegetables via our line.

Captain of Police Emmett Burke, Aberdeen, has been instrumental in securing several carloads of seed and other supplies used by seed houses.

Mr. Walker Mertz, of the Car Department, furnished information which resulted in our securing a passenger from Minneapolis to Seattle.

Furnishing information which resulted in our securing a carload of vegetables via

Seattle.

Ed Powers, baggage agent, Duabque Shops, secured one passenger to Los Angeles and return, month of June.

J. W. Hilliker, operator, secured a passenger, Duabque to Los Angeles and return, also dur-
ing June.

Bob Carpenter and Ed Powers, baggage agent, Duabque passenger station, don't let business slip away from them if they can help it, as they are doing a good job.

Mr. F. E. Berg, check clerk at Seattle freight house, secured two passengers, Seattle to Chi-

ago and return, who are making a trip to Sweden.

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

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

Page Twenty-five
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, R. Bergerson, J. Bolles, A. Tweder, J. H. Burress, A. Bergstrom and H. Laid were on their vacations.

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

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

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

Sincere 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 and 24 and 25.

Howard Stewart is quite taken up these days. He hopes that Mr. Ferguson will soon be completed by August 10th, so he can take his vacation.

Asa Deschamps, our valiant 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 employees plan on spending the 4th at the lakes around Waubay and Ortonville. Among those who are going are Wm. Nuss, Mike Saunders, F. Wagner, L. Stefon and Chas. Miller.

O. Hennereck is scheduled to start his vacation July 9th, and information was received from a reliable party that he will be at Ortonville catching some of those big ones.

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O. Hennereck is scheduled to start his vacation July 9th, and information was received 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 Engies, 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 Butzon. 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 he can survive his malady without setback.

From the Cross Roads of the World

Robert 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 says that now he is O.K., but his pocketbook is still bad.

Our Assistant Superintendent W. G. Bowon and family, are spending their vacation visiting relatives in Tomah, Wisconsin, and friends in Minneapolis, M., Minn.

Howard Stewart is quite taken up these days. He hopes that Mr. Ferguson will soon 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 Miss E. They can be seen almost any evening at the Elm Grove skating rink. Fred says he thinks he has the right one now, as she has long black curls, big 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 Minnie the best of luck in your love affair.

Evrett 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 friends from this city.

Edward Knouley 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 light. With this exceptional money, it shouldn't be long before he and Christina 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 generally drives 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 than 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 originated on the premises some 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 stiff 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.

Blinley Mining Company has reopened its "Essenee" mine, after extensive repairs and the building of a new tipple, 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. Miss Pearl Van Vliet is in New York City visiting and taking some musical instruction.

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 trip.

F. J. Avenell, formerly agent at Juniata, has been appointed agent at Fonda. E. E. DeLacera 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.

Mr. F. W. Price has returned from an extended visit with her daughter, Mrs. Edie 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, Mr. 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 Isborn of Madrid visited Des Moines recently.

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

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 get 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 Hummell was sick 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 Frands without a (transfer)? "Heavy" Males cooled off? Harold Jones with his new teeth? Harrison Kyle getting married? "Peech" Smith without a good argument? Homer McBride working on Sunday? Oscar Clawson angry?

Des Moines Division Items

Maude French

Conductor W. J. Caskey, who has been quite ill at Broadlawns Hospital, is still in the hospital. His many friends can’t hope to hear better news soon.

Miss Lotta Van Vliet of Milial..educ., daughter of Mr. and Mrs. O. M. Case, is spending her vacation with her father in Des Moines.

Mr. and Mrs. C. A. Jacobs, wife and daughter Ruth moved 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 LINDSAY, assistant bill clerk at the local office, has returned from her pilgrimage to Alaska, 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 correlated one of the soundabouts 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, during the vacation. He thus gained to working on his berry ranch much harder 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 or two, especially if any married man 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’ vacation trip in June. They went east via the Canadian Pacific to the Twin Cities, various Wisconsin points and Chicago. Mr. and Mrs. Bement attended the Spanish War Veterans’ Reunion at Appleton, Wisconsin. He returned alone, Mrs. Bement and their daughter staying on 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 Pacific 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 under eight.

At this writing that good natured tower of efficiency, Elmer Guttormson, chief yard clerk, is on vacation. He 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 Hummo’s as a result it looks like a new car. We can’t quite see how Elmer gets his long legs into it, but doubt there is some knack about it.

W. N. Dick, the chief yard clerk, who has been off on vacation in his home town, but we believe he never got any farther than Seattle. Bill is an exceedingly reliable checker, and became rather idle this past week-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 excused no end of curiosity, no one ever having seen anything like it before. However, the chief point was that Bill Stubb’s accuracy was triumphantly vindicated.

It is a long time since we had occasion to report on the doings of our round and good natured friend Arthur Gleb, alias “Tubby,” of our freight house force. However, we have got a Tubby warning that he will have to walk more circumspectly if he does not want us to hold him up to oblivion. 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 smaller at the Eagle’s Hall, there seemed to be a call if some eavesdropping. He warns, Tubby, we have an eye on you! Smokers are no doubt all right, but they usually begin earlier in the evening than we.

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 resuming the usual arguments between him and Bob Shipley, assistant chief yard clerk on the second track. The local office force so 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 on Mr. Bob N. Shipley’s session 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 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. Rosse, 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.

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

Carl D. McEwan was planning a lovely vacation trip through the east, in all our daily work and play.

It is rumored that Charles Stammier 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.

A Letter from the H. & D. 
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.

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 are 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. Hopkins' 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! 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 Schnell spent a few days at Rapid City on tailoring business. To quote one of our fellow 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, 1928, and although his hospitalization 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 Bjorl of Eureka contributed this one.

Another meeting of interest was the Joint H. and D., S. M. Division, Freight Prevention Conference at Winona, 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. Phillips, Sioux City, and H. A. Wielke of Chicago.

K. Stohr, caller at the Freight House, spent his vacation at the National Guard camp in Rapid City, Mr. R. Stohr, 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 horsehoe 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 Reda 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 Savannah. 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 couldn't eat, nor sleep and it was impossible to keep his mind on his work, so he consulted a physician. The medico looked him over and told him he must take a vacation in California. Murphy jumped into the old Oakland and stopped on the gas. Arriving at home, he read, "Marry the girl or else 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 blushing 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" Mansek is buttonholing everyone in an attempt to trade off the motor boat he has. A sail boat or a lawn mower would be more useful, because then his wife could use it.

You have heard the latest Scotch joke yet? If all the Scotchmen were placed end to end in a continuous line, how would they make a tight band around the world? Not so, 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 Rechte were out on the platform posing with their Christmas neckties as early as 8:00 A.M. With willed collars and smug 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 Sandahl 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. Sper, 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 for reportable hits. Some of the Milwaukee kids at Ellensburg, Montana. Alex has been in the service since 1919, twenty years. That's a long time, but he's still smiling.

Still Smiling

We take great pleasure in introducing to you Mr. Alex Gottoff, section foreman, who has just set 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.

Coast Division

"Kirk"

WISR to correct an impression which may have been formed in regard to Betty having a dog. Believe I started out by saying that, "Betty Gunther has a dog and a harrier," but that statement was perhaps partly caused by the fact that Elmer was still free and unattached, and I trust all concerned will excuse the oversight. Betty has already named said pup "Stubby," so all bets as to who sends in the winning name are all off.

For the Freight Claim Agents' division of the American Railway Association held their meeting in Seattle June 10th-11th, inclusive, and a very instructive time was had by all who attended. Mr. Negley, Mr. Short and Mr. Houghton 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 on a trip to the mountains, 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 Fremont's country estate and berry farm.

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 is something to shoot at. We congratulate Mr. Young on his record and wish him many years of instructive 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 Meskime, warehouseman at Raymond, secured two passengers, Raymond to Chicago, bound for Green Bay, Fred and Fred. There has been quite a change in the automobiles that several of the folks are driving. Miss Mattson has a De Soto sedan; Mr. Carufel a Chrylde; Eddie Hernum a Star sedan, and Fred Raaussen an Oldsmobile coach. They all had cars before and traded the old one in on the new one except Bass. 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. He doesn't like me, boys, cause I'd hate to have her make me walk home some night when I was hurrying for that swim.

Superintendent Gunther, Charlie 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. Hegel, the secretary'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 booking a passenger, Tacoma to Yakima, by the Galtair 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 is on the job all day. It is hard to believe that everything is as it should be. The berries are fine this year and lots of them. Don't know what the sauce ladies 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 rail road 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 track 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 to find them.

The "110" job also has been abolished, which gives Daisy Webb the air. Don't know just where she will bump but she was 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 Galtair Gateway, via the Milwaukee.

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

R. H. Vandenburg, our Safety inspector, just returned from Denver, Colo., where Mr. Flanagan 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 have already one at Thom and one at Ellsburg and with the two new ones we can corral all the spud business of the valley.

The following 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.

Claude Peterson, of Mr. Pyette's office, was responsible for booking a passenger, Tacoma to Yakima, via the Galtair Gateway. Thanks, boys.
Watches, Jewelry and Diamonds

Our Union Station store is daily serving the needs of railroad people. We know your requirements and can fill them.

Let us show you our fine line of railroad watches, all guaranteed the same rate and works for your 24 hours per day.

- 1. Payments can be made in the amount most suitable to your income.
- 2. You can make your payment at the time most convenient to you.
- 3. Withdrawal is permitted at any time without loss of any dividends except that which has accrued since the last dividend date.

Member South Dakota State League Building & Loan Association

Home Office: Rapid City, S.D.

Madison Division Notes

W. E. F.

SUCH a sizzling day, the 12th, we couldn't get up much to get notes, but today the breezes are so reviling we 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. Linnet started on a vacation today. Didn't say much what he intended doing. Maybe one of those second honeymoons we read about.

We understand Ringing Bros. Circus is negotiating with B. V. Butth, 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.

Midland Items

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

Our "Champion fishermen"—Engineer Mert Kellor, Engineer Rawley, Storekeeper Krenke, Engineer Hummed, Firemen George and Harold Harkey—I wonder who can tell the biggest fish stories.

Caller Timpany has gone down and left our midst again—again Michigan called 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 silly? Just one of the showplaces of Janesville now.

For golf information you might ask Pawn Parker. At 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 racing—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. Linnetmeyer

THIRD track operator's position at Jackson, Minn., has been dispensed with for time being on account of decrease. J. E. Theophilus, first track 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 McClellan, formerly clerk at Austin freight house, has been transferred to position as cashier at Pipestone, Minn., entering into this position on July 1st, 1930, displacing R. W. Schulze, who is now doing relief work as an agent and operator.

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

Relief Agent Albert Kuegler relieved J. E. Theophilus of his duties from July 2nd 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 2nd 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 we scribble? 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 damaged by his charge. Here's to say "special" thanks from the stranded, starving stenographer.

Our chief timekeeper, T. N. Babwell, 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. Babwell.

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

Dispatchers' Clerk Miss Viola Donohue spent a week at South Bend, Ind., vacationing at the home of her sister and brothers. To say the least, it was a memorable vacation that week for VI came back to the office with a sparkling "Mogul" for 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 river 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 his pleasure boat has been wheeled away in his little Chevy with the radio programs at his ear.

Lola gave a wire to the operator initiating "C. W. D." Operator Fields questioned who
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.

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.

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No Exemption from Accident

No man can protect you against accidents. Rich or poor, old or young, you have to take your chance on getting hurt as you travel through the world. But you do not have to take a chance on suffering the financial loss which accompanies an accident.

For only a small sum a Travelers Accident policy guarantees you an income—if an injury keeps you from working. Ask for facts. Information without obligation.

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CARDWELL WESTINGHOUSE
DRAFT GEARS
Meet All Modern Requirements

Cardwell L-25
Cardwell gears are made to fit any length of yoke or draft-gear pocket.

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Westinghouse gears can be applied with any type of attachments.

CARDWELL WESTINGHOUSE CO.
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Montreal, Que., Can. - Pittsburgh, Pa.

They are again loading cabbages at Muscatine and the cars are being iced at Nahant, making considerable work at the ice house during 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 absence around the wrecker shanty for a few days during the warm weather. Underwood Joe Butler 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

Mr. H. M. Peterson, yardmaster at Wabasha, has become very renowned in Golfdom, having acquired considerable fame on the local golf course. Agent L. H. O'Brien of Winona, was injured in an automobile accident in Milwaukee some time ago. Mr. Smock has sufficiently recovered to be able to attend to his duties. However, he states that when traveling he will take the "old reliable," The Milwaukee.

Conductor Jake Bohn is a very faithful advocate of Safety First. He practices it in his every day work very religiously and reads extensively on the subject. Recently there appeared an article "Good Breakfast and Smile Prescribed to Prevent Train Wrecks," and Mr. Bohn says it certainly is the truth.

Miss Emily Hildt, chief clerk for Master Mechanic, Mr. John Turney, has been ill with pneumonia which has detained her from office duties. We hope you have a speedy recovery and return to work soon.

Conductor C. Harrington and Mrs. Harrington went to La Crosse to help celebrate the Golden Wedding Anniversary of Mrs. Harrington's parents who reside at La Crosse. Understand 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 inspection of engines.

The marriage of Miss Ruth Ostrom to Mr. Chas. McDonald of Reda Landing, took place at the house of Miss Ostrom's sister and brother-in-law, Mr. and Mrs. Irvin Feddern at Wabasha, and has been engaged in the teaching profession. Mr. McDonald is employed as crane operator for the company. Best wishes and congratulations to Mr. and Mrs. McDonald.

Mr. J. J. Carse, 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 Sininh of Winona are spending a month with relatives in Minnesota.

Mr. W. J. Schecter is acting roundhouse clerk during Mrs. Fuchs' absence.

Mr. Tom Willkerson and children are spending some time at the home of Mr. and Mrs. Smock.

Y. E. Miyoshi and son Toru, Mr. Yamamoto and family spent the 4th, 5th, 6th and 7th of July in Yellowstone Park. Mr. Yamamoto endeavored to get a bear to mind his 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.

For this session.

White Coal from Harlowton

"Madam Queen"

Hello, everybody! How do you like the weather? Rain, earthquakes 'n' everything.

Saturday, July 12th, at 6 P. M., an earthquake was felt by many of our residents of Harlowton. No damage was reported done.

Piperfitter 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.

Mr. F. J. Hradsky is pipemaker during Mr. Kyger's convalescence.

Mr. Hobart Aggers has finally become settled in the role of roundhouse foreman at Harlowton. His dates wish him the best of luck.

Mr. and Mrs. J. P. Retallick spent a few days on the Madison Division.

Mr. B. F. Miller, foreman, reports his family back from Minneapolis.

W. J. Schecter, porter, laid off a couple of days account of sickness. He reports he is feeling much better.

Mrs. Ira M. Cane and children have returned to their room in Roundup after spending a few weeks in Harlowton visiting friends and relatives.

Mrs. Don. Grievett 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 22nd. Paul Clemens is the bridegroom. Ben Stevens, justice of the peace, performed the ceremony.

Wall, 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 was a great number of disappointed flappers and droogs 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.

Mr. W. J. Schecter is acting roundhouse clerk during Mrs. Fuchs' absence.

Mr. Tom Willkerson and children are spending some time at the home of Mr. and Mrs. Smock.

Y. E. Miyoshi and son Toru, Mr. Yamamoto and family spent the 4th, 5th, 6th and 7th of July in Yellowstone Park. Mr. Yamamoto endeavored to get a bear to mind his 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.

Dubuque Shops Jingles

"Ookie"

Since our last column write-up the Angel of Death has visited several of our employees at Dubuque Shops, and we desire to extend sympathy to the families of James Cowles, Mike Kness, Roy Oldridge, Max Wiehl and James Wiehl, all well known and honored employees, 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,
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.

We must expect and know that—

Dare we say that death is hopeless,
where they're met by blessed loved ones.
Passing of their mothers, to Lloyd and Leonard Mulholland, also William Madden.
We are very glad to welcome back our old friends as yardmaster at Dubuque Shops. (This doesn't mean, Howard, that we won't miss you, especially we hitch-hikers.)
Commander Dryfuss, has been court-martialed and turned an old No. 12 shoe. Repeated trips brought up tin cans and coal buckets, etc., nothing in the way of fish, however. Mean trick.

Morganthe Milwaukee certainly makes a hit with the boys. Roundhouse Foreman Water stratt and Machinist Henry Latham lost no time in getting this letter in for these pages.

Operator Gus Meyers and Roadmaster's Clerk C. B. McMannon, St. Marys, played a switch-raid trick on Deputy Inspector R. W. Flutteke, of Missouri, when he was in St. Marys recently. Mr. Flutteke expressed a desire to go fishing, so Gus and Charlie 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 cast was hauled in after much excitement and turned an old No. 12 shoe. Repeated trips brought up tin cans and coal buckets, etc., nothing in the way of fish, however. Mean trick.

Conductor Geo. W. Mcgee, St. Marys, is laying off, entertaining his brother Chris and family of Miles City.

Engineer Chas. Hackins and family of Mal den spent a pleasant vacation at Williams Lake during the first part of July.

Conductors Frank C. Terven, W. J. Hen nessay and Chas. Donovan of Malden called to say "Hello," recently. Just like seeing home folks.

Roadmaster's office, St. Marys, 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 wooling news for the Magazine ever since it started, what are a few more drops of perspiration between friends and fellow employees 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 Mil waukee, 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 the train camp 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 last 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 other relatives in California 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 Wm. 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 families have returned from Minnesota and northern Iowa on their fishing trips. The biggest catch of the trip seems to be the one which got away from Art Law, when he and a party of friends were at Deer River, Minn. Frank Xoes, 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 Kroll, Jerry Hinkleman and Hop Lee. Mrs. Lee claims the record for Muskie, a 55-pounder, of which Art failed to land weighed at least fifty 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 Thorburne, who worked as stenographer at Perry and Savanna before she gave up the job to enter the ministry. 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.

Mrs. Dorothy Lute, daughter of Charles Lute 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 Horn over the week-end of July 4th in her honor.

Engineer Charles Nath's wife came down from Mobridge, 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 car and in an instant they were in the ditch. The car was badly wrecked but the occupants all escaped without serious injury.

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 to the Omaha station. It was a sad day for those who were close to him, 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. 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 the following day. The church in which the services were held was taxed to capacity with friends and fellow workers of Mr. Brown. His three sons, Engineers Frank and Seymore, and LeRoy, a railroad carpenter, and his daughters' husbands, Guy Van, Harry Hull and Charles Salgeber, also railroad men, acted as pall bearers. Mr. Brown had read in the Magazine as a medium for dispensing news of the engineers, when he was presented with a casket bearing the names of the veterans of the Iowa Division list, died in Perry, where Charles could spend considerable time with him, was sick only a few days. The returned from a tour of the west. Finegan has returned from a tour of the west. Mr. Brown relieved Chief Dispatcher Kilian on June 25, 1851, and lacked one day of being 79 years old. He had worked for the company over forty years, and a few weeks prior to his death was honored at a gathering of the engineers, when he was presented with a badge denoting forty years' membership in the engineers union. He was a member of the Masonic bodies in Perry and the Mystic Shrine in Des Moines.

Engineer Charles Hunt, whose wife died about a month 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 at the death of a relative.

Engineer J. L. Hildrich, who has been in New York for several months, has returned to his home in Perry. Mr. Hildrich 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. Hildrich 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 until 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 Ncla 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 Ncla. He is survived by his brother, who was held in Ncla.

The far-reaching extent of the Milwaukee Magazine as a medium for dispensing news was demonstrated recently when Engineer Billie Dahl of the Perry track received a letter from Dayton, Ohio, where he lives in Jacksonville, Florida, when he is not traveling around the country. Mr. Gibb worked as an engineer at Perry in the early eighties and his letter brought interesting facts about some of the old-timers. Mr. Gibb had read in the Magazine an item concerning the stack 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 Tonom's wife and son Donald started a six-wk. trip through the west on June 28th. Reports indicate they have been having a fine time.

Clarence Council, yard clerk at Perry, was the Perry delegate to the Elks' convention at Atlantic City.

Mrs. Robert Hildrich, daughter-in-law of Mason Hildrich of the Store Department force, died July 11th following a few weeks' illness. Mrs. Hildrich leaves behind 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 to 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 recently been 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. The return trip was made through Canada and we understand that 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, 50 they put on their best bib and tucker and hike for Canada.

La Crosse Division Items

Eileen

WE were all quite comfortable and happy until someone looked at the thermometer and exclaimed 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 vacations in the Bend, Indiana, area. Mr. Brown relieved Chief Dispatcher Kilian while he and Mrs. Kilian were enjoying their vacation.

Mrs. Lelia Croft and Engineer Geo. Gibson were married in June. Wish to offer our 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. Fisegan, agent at Kilbourn, with Mrs. Fisegan has returned from a trip through the west. The return trip was made through Canada and was most enjoyable.

Robbins Bros. circus spent most of the third week of June in the La Crosse Division and there have been many interesting stories about since.

The circus carried 150 men and 100 beautiful ladies. Tailored most indifferently but they were most entertaining. Conductor Colgan, Breckenrider and Rialto and Pea Soup Valiquette was awarded a most unusual opportunity. Chief Little Ox, of the circus, permitted him to print the list.

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, the company 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 Keyesoney's life. They keep him dreadfully busy. The first one to violate the new traffic ordinance was Asst. Superintendent Ray Falc. 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.

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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 said they should have waited, but they spoiled before he and Bill got home. Forget to mention that the fish were cleaned and washed, and ready for the frying pan. Love's labor lost.
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 around. 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.

Now that the vacation season is here traveling is in order. Bill Nash and Al Bardwell went east. Allan McSwain, drove up into Michigan; M. Swanson just came back from Excelsior Springs, Mo., and W. A. Feindt is spending his vacation in Detroit.

Frasco Morden, of "D" Bureau, has resigned her position, becoming effective July 1st. It is understood Mrs. Madder 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 backyard. Are the cats still eating gold fish? Absolutely. Isn't it natural, then, that railroad men have discriminating railroad men, for German night of the U. S. Military World, Jimmy.

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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.

Mr. A. M. D. Robins, of the freight auditor's office, was married July 19 to Albert Taddeoll. 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 reorganizing rapidly. Can't keep a good man down!

Anyone desiring to trade a Ford "paddle 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

We asked Railroad Men what they wanted in a Cigar...then produced

OBSERVATION

Better than any 10c Cigar you ever smoked... and costs Only $3.75

BOX OF FIFTY

Offered on Open Account and Free Inspection to Employees of the MILWAUKEE ROAD

Observation, choice of discriminating railroad men, comes to you by prepaid parcel post, wrapped in unused fine box with a cedar lined between tech-

We opened a box to find: . . .

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Robert Noot, the local baseball star, recently tried his hand at golf. Bob's 74 on the first nine at the difficult Hillsboro 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.

Mr. Frank Rogers has returned to Mr. Christoffers' office from South Minneapolis. Glad to see you back, Frank.

Conrad Hagen, secretary to Mr. Bannon's office, was married to Mr. Frank Rogers has returned to Mr. Christoffers' office from South Minneapolis. Glad to see you back, Frank.

Mr. R. S. Bentley of Terre Haute has been appointed assistant signal engineer, with headquarters at Milwaukee, Wis. Congratulations, Alex.

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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. McDermott, of the Olympic Commissary Co., visited at Mason City. June 26th, 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 Trainmaster's 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. Mr. Stark was Myrtle Titchler, daughter of W. E. Titchler, chief carpenter, of Mason City. Mr. Stark is employed as clerk in the Engineering Department at Mason City.

Mr. and Mrs. Paul Craven and family visited at the home of Mabel Buchanan, clerk in the Car Foreman's Office, Mason City, the early part of July.

Mr. and Mrs. William Ingraham, Jr., of Omaha, Mr. and Mrs. Ralph Duff of Chicago, and R. E. 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 Savannah, 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 19th.

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 Sagle has taken over the pipe laying crew on the I. & M. and I. & D. Divisions.

Walter Thompson, test track 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 Backenheimer 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

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 16th, 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. Karl 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 Freehbolm of South Minneapolis Roundhouse passed away recently, and we wish to extend our sympathy to the family.

The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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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Mr. E. F. Palmer, former District Master Car Builder, paid South Minneapolis offices a visit June 16th, 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. Karl 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 Freehbolm of South Minneapolis Roundhouse passed away recently, and we wish to extend our sympathy to the family.

The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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:

Mr. and Mrs. William Ingraham, Jr., of Omaha, Mr. and Mrs. Ralph Duff of Chicago, and R. E. 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 Savannah, 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 19th.

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 Sagle has taken over the pipe laying crew on the I. & M. and I. & D. Divisions.

Walter Thompson, test track 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 Backenheimer 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

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Mr. John Freehbolm of South Minneapolis Roundhouse passed away recently, and we wish to extend our sympathy to the family.
Conductor Frank Matson, now passenger conductor on the Senator's run between Beloit and Madison, Eddie Gibbons, head brakesman, and second cornet player, lastly named not known; leaning against the engine is Dewey McCarty, star brakesman, now extra conductor. Poor chuckle talker, the mustache is Joe Myers, otherwise known as "Whistling" Joe, who now operates a passenger train between Milwaukee and Rockford.

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 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 somewhere or other, anyway, but the whole K. M. Division calls me up, and comes to see me and tells me over the telegraph wires: "Well, just 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 Boswell, July 7th, when 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 non-responsible, 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, 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, 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 is he trying to keep up with no one knows. He is so used to having two rails to follow that when he came 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, well, to the side of the street, 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 killed when the place was overtaken in a narrow place in the road, killing Mrs. Latta instantly. She was a sister of Mr. and Mrs. Frank Latta of this place and also a sister of Mrs. Emma Hicks, of Harlowton. Thomas Hicks of that place is a nephew. We offer the sympathy of the entire division to the Latta family in their loss.

Miss Cora Viewig, head nurse of the Three Forks hospital, has returned home from a visit of a few weeks in Seattle. Miss Viewig 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. Irz Townley, son of Engineer and Mrs. Townley, were married in Butte, June 25th. Mr. Townley has gone to Cleveland, Ohio, where he is to continue his education, and his wife will leave for that city to make their home, here about the middle of August. Both Mr. and Mrs. Townley 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.

Mr. (Debm) Charles Long is visiting his parents in Three Forks during July. He will return home in Seattle, where he has an office, the latter part of the month.

Mr. and Mrs. O'Regan, 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 southern Ohio to go to work with us. A pretty nice way to take a vacation and see the country as well as earn your vacation money, too. Mr. and Mrs. J. G. Smethurst, of Sappinigton, 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. Guillet, wife of a foreman on the R. M. Division, who about a year ago was stationed on the Lombard helper. Mr. Guillet had been sick about three weeks in a Great Falls hospital. She leaves besides her husband, a small daughter, 12 months old. We extend our heart-felt 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. But the thing around Chicago is a cooling breeze usually found floating in from 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 Bessemer yard, enjoyed his vacation the first half of July. With his family and the family auto he covered some mileage and saw many friends and relatives, visiting Beloit, Madison, Richland Center and Waukesha, all towns he was in Wisconsin, his old home state. Engineer Smethurst and Mrs. Smethurst visited with Emma the brother's and family the first of July. The brother lives in Milwaukee. Mr. Smith and Miss Nancy Smith, 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 all come back with that same tan burned skin.

Principal of the Chicago Western College, Mr. Bissell, is taking a few weeks' layoff there. Suppose he is counting the sheep on his ranch while he is resting.

The sympathy of all employes is extended to the bereaved ones.

The sympathy of all employes is extended to Mrs. A. T. Perry, who lost her husband, July 14th. Mr. Perry had been ill most of this year, but it was his wish that he was improving better and better. 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 clerk surveyor at Tower B, near Bessemer.

**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 getten as follows:

Lady: "I want a nice book for an invalid."

Book Dealer: "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 Eva 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 Schmidt, clerk to car foreman at Bensenville, is back from a vacation at the South Lands.

Car Foreman 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 Tisnai at Bensenville will have to batch it for a couple of months whether he likes it or not on account of Friend Wife and Son making a trip to Europe.

Somebody must have left Storekeeper A. Sieg a downy, as we notice he has been wearing a new suit lately.

Assistant Car Foreman John Schlep at Galewood Yard No. 1 has recuperated from recent illness, 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 Moscinski, 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 & 71st 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 on July 9th, was attended by 75 farmers. Farm methods, including the handling and marketing of hay, potatoes and sheep products were fully discussed and ably explained by Mr. Houser 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. R. 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 Nowikzke entertained for her mother, Mrs. I. Livermush, 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 spaces which was very badly needed.

Mr. and Mrs. A. J. 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 division.

R. W. Reynolds and family are spending their vacation at Gabe's resort at Sayner.

Francie 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.
Just received a letter in regard to the handling of the Dalmyn's special this spring, in which we were complimented on the old lighting furnished and the manner in which the special was handled. The service proved very satisfactory all around.

There have been very heavy paying jobs near Waukes, which has increased the sand and gravel loading to such an extent that it has been necessary to put on an additional point at Louisville.

The canning season is on and the Knowlton Canning Company is very busy. The inbond employes are being paid very materially extra for their trouble. A very good crop of peas is reported.

No wedding bells during June among our employes of the Valley Division—sad is it? July 4th was celebrated on most points on our division without a report of an accident. Minneapolis and Tonawanda had a joint celebration which was largely attended. One of the features of the day was a Derby Race.

H. H. Johnson, 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. Johnson and family by the division employes.

H. O. Wheelock caught a nice string of bass in poor health for several years and had been in hospital in Chicago, May 25th. His death was reported.

Mr. W. A. Hinsey is in the office today adjusting the bond accounts. He is back home at Wausau, which has increased the sand and grave loading to such an extent that it was not so that they could have stopped Tomah for a visit.

Mr. C. E. Whitt, time inspector, is in the office for a few days, just home 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 five weeks.

Wm. Elert, oldest freightman on the Wisconsin Valley Division, passed away at his home in Tomah on June 21st. Mr. Elert entered service of the company in 1895 and continued in service until a few years ago when he retired. The division employes extend sympathy to the bereaved family.

Mrs. Geo. Bochm 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.

Conductor W. I. Farrell was called to Chicago May 13th 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 for several weeks on the track condition of his wife's health, has taken Nos. 90 and 97 between Monticello and Oxford Junction, relieving Wm. Keep, who at present is piloting the Western Union gang working on the east end.

Conductor Chas. N. Goite is on indefinite leave of absence, and will make his home with his daughter in Cedar Rapids, Iowa.

Jack's many friends hope that he will soon be restored to his usual health.

Train Baggageeman Sam M. Cooper has laid off and gone to Brainard, Minn. Mrs. P. 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. L. 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.

Engineer Geo. E. Busby of Marion attended a family reunion 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 grassing 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.

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Charles Crawford, Retired Section Foreman, Grimes, Iowa

L. W. King has been appointed chief clerk of the Superintendent's Office at Marion. 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 trainmen at Louisville, Kentucky. In the back home they visited Mr. and Mrs. B. F. Haffner at Sabula. Mr. Haffner drove them from Sabula to Lost Nation, stopping at De Forest, Wis., and Paris, Ill., with Mr. and Mrs. L. A. Kell. Ye Scribee, 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 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 River".

Mr. and Mrs. H. C. Van Wormer are spending the month of July at their cottage near Pequot, Minn.

Ye Scribee spent the better part of June visiting Mr. and Mrs. H. E. Ramsey at Arlington.

Long Grove station has been closed. H. C. Goss given 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 11 between Savanna and Cedar Rapids; Wm. Chase on 25 and 26 between Savanna and Davenport.

Conductor W. H. Dahl of Marion attended the convention of B. of L. E. at Cleveland, Ohio.

Mr. and Mrs. James Pringle, of Marion, and her sister, Mrs. Delta of Chicago, spent two weeks visiting in Colorado.

Mr. and Mrs. Harvey 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.

Loco.otive Engineer Geo. E. Bush of Marion attended a national freight association meeting in Chicago.

Mr. and Mrs. Arthur Daniels of Minneapolis visited briefly with Marion friends.

Mr. 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 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.
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 road, and 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, Superintendant A. J. Elder, W. R. Foster, W. E. Cooper and Conductor John Briggle 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 that 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 (weekly) 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 Magus off the bench contrary to his out field 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 grounda 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 appendectomy 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 those positions more popular. The only audience was Mr. Jas. McHaa, 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. Killmann 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 Elmers died at first, and Magnus did the same, a poller wreaked 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 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 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.

A GOOD INVESTMENT
Life is a Fog of Uncertainties

What has the future in store for you? What will your financial condition be tomorrow? Why not make an investment in protection? A Continental policy is the best protection money can buy and will make your financial independence certain if you are sick or hurt. The premium for your Continental policy can be handled in convenient installations through your paymaster.

CONTINENTAL CASUALTY COMPANY
CHICAGO "The Railroad Man's Company" TORONTO

Page Forty-one
Then from the gladdened multitude went up a cheer that well earned the "Thank you." It bounded from the mountain top and ratted in the dell, it struck upon the hillside, and rebounded on the valley below.

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 somewhere men were laughing, and some­where men were weeping. There was pride in Monty's bearing and a smile on Monty's face.

And when, responding to the cheers, he lightly stepped into his place—

Defiance gleamed from Monty's eye—a sneer curled Monty's lips.

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 unhindered sped—

"That isn't my style," said Monty—"Strike one," the umpire said.

"Strike two!" yelled the maddened thousands, and the echo answered "Fraid!" But one sorrowful look from Monty and the audience was awe'd; 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 second strike was 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").

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**Dubuque Division**

**E. L. S.**

A GREAT NUMBER of Dubuque Division employees are planning attendance for the Home Coming at New Ahihn July 15th, 16th and 17th.

The Milwaukee R. R. Women's Club held a very successful picnic 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. Frawley, and questions asked and answered by Starkey's engineer. The idea was to bring up such questions that 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 wel­come in our midst again. We also extend a hearty welcome to G. E. 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.

DeForest Engineer E. H. Johnson and Chief Carpenter Farley started on bridge inspection July 7th. They are being assisted by John Abbott and Andrew Puckett this year.

Dispatchers' vacations started 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.

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**S. M. East**

**P. J. W.**

A S 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 "Smoker" Hogan, the lucky 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 Mordum, "The Fly Cossack Yard Clerk," that they are going to be tough opposition.

On Saturday evening, June 25th, Clifton E. Oeschger, chief clerk, Store Department, was married to Miss Mildred Carmichael at Austin. The young couple left that evening for an ex-
Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

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

More than 77 years of helpful service...

The First National Bank
of Saint Paul

A Clearing House Bank
Fullerton State Bank
1423-27 Fullerton Avenue
Chicago
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You Can Safely Put Your Trust in the
Spokane and Eastern Trust Company
Founded 1890
Affiliated with Northwest Bancorporation
SPOKANE, WASHINGTON

You Can Afford the luxuries others have if you save for them in advance

Find out the cash price of the thing you'd like to have—a new radio, perhaps. Then open a special savings account and accumulate the necessary cash by regular weekly deposits. This is a practical way to finance important purchases without burdening your income at any one time. And you'll find that there is a lot of pleasure in being able to afford the things that make life more interesting.

First National Bank
in Miles City, Montana
MILES CITY, MONTANA
Capital, Surplus and Undivided Profits... $300,000.00
G. M. Miles, Chairman
H. H. Bright, President
Oscar Ball, Vice-President
T. O. Hammonds, Vice-President
T. C. Langhin, Cashier
W. C. Henderson, Asst. Cashier
A. E. Schnadt, Asst. Cashier

First National Bank
of Everett, Washington
on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound, has resources of $12,000,000.00. Pays liberal interest on deposits. Established Since 1892

One hundred twenty-one banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation.

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

Northwest Bancorporation
MINNEAPOLIS
Resources Over $483,000,000

121

At the Milwaukee Road station 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.

The many friends of Mr. and Mrs. Leo Burdette 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 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.

Page Forty-three
the North Woods for a week's fishing trip. The story goes that one was caught of such proportions that it was necessary for "Chancy" to have an extra railroad car for the big fish. However, did you see the fish that they ate at the Depot Hotel on their return? None were reported. Reports reach us that Accountant R. G. Ewenson 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, west pocket station number books printed. He recalled 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 and Saybrook 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 while we were there. He understands it is 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 Veomans 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. Stickle was their guest for a few days during their sojourn there.

The annual visit to Detroit, Mich., was made during this year by Night Roundhouse Foreman A. L. Love. Understand he made his regular call on "Henry" while there. He was accompanied on this trip by Mrs. Love, and they visited in the home of her brother, who is a resident of Detroit.

Dispatchers J. V. Tuomey, Mrs. Tuomey and daughter are visiting relatives in Hermiston, 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, L. A. Summers has resumed his duties as agent at Coast.

Dispatcher H. G. Barnard and family spent a vacation of two weeks, visiting with relatives in Lamar and Kansas City, Mo.

At the intersection on June 18, Miss Jerry Long was married to Wm. Theile of Salina, Kans. Their honeymoon is both of them, and they are now spending the summer months at the coast to Southern California, with stops 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, and at this gathering, at which time the newly married couple were presented with an electric washer as a gift from the young ladies employed in the office of the superintendent.

J. R. Endicott, agent at Lucerne, Mo., is on thirty days' leave of absence, being relieved by H. A. Draper.

Assistant Roundhouse Foreman Harry Pile and Mrs. Pile spent a vacation in Harriman Junction and Bristol, Tenn.

Due to lacking an account compulsory floor walking during the hours of night, Harold Henzen 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 the time with her sister, Mrs. Hugh B. Evans.

Honeymoon, among the "Paradise Isles," that fascinating country where the breezes blow and the sun always shines. Traveling Time Inspector G. C. Stickle was their guest for a few days during their sojourn there.

Our popular car foreman, A. Rognelson, is going on a vacation of two weeks, visiting with relatives in Fort Dodge, Iowa, and at Parnell, Iowa. Mr. Toomey has been absent from his duties for several days. He will spend three or four weeks visiting at the home of his parents on North Wapello Street. Francis has been located in the South for several years, being connected with a large bank of that state, by the employes 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 promising young fellow. He will spend three or four weeks visiting at the home of his parents.

Vachreau, of Harlowton, Mont., is the guest at the H. M. Gillick home near Starkey. He will spend three or four weeks visiting in the railroad town. The position of general clerk in the freight section 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, Mont., and Mrs. Dan McCarthy. The thing uppermost in all our minds now is vacations and we hope our turn is coming soon.

"Out Where the West Begins"

East End of Trans-Missouri Division

D. H. A.

HOT, and then some! With the thermometer hovering around 103 above, it is going to be mighty hard to write anything interesting enough to be worth the 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 leaving to go 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 Enginers Convention. Besides the ten days in the convention city, Mrs. Middleton visited Buffalo, Niagara, Chicago and Freeport, Ill. Mrs. M. E. Harmon was sent to Keeynot, Washington, by the death of her father, Peter Filp, of the Car Department, has gone to Rochester, Minn., to go through the clinical training.

Mr. and Mrs. J. L. Caldwell have just returned from their vacation, having visited Buffalo, Niagara, Boston, New York, Washington, D. C., Chicago and Coeur d'Alene Falls, Wash. They had a fine time and are now ready to go back to work again.

Mr. H. E. Johnson, wife of Engineer "Hainie" Johnson, is visiting at Watertown and Waukesha, Wis., with her brothers Art and Felix Marquardt, former linemen for the Aberdeen and Trans-Missouri Divisions.

Mr. and Mrs. Millie Riffe 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 active life. 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. They are visiting relatives and friends on the west coast.

Carl McMullen, of the Car Department, underwent a tonsillectomy operation at the Mobridge hospital and is convalescing nicely.

Mr. and Mrs. Walter A. Iorn spent their vacation visiting relatives and friends on the west coast.

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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 lakes to their respective points, Milwaukee and Chicago.

The first Cherry Picker’s Special was handled on July 10th, consisting of eight coaches, handling 402 girls and boys going to Sturgeon Bay to pick cherries. This train was handled from Milwaukee to Green Bay and thence turned over to the G. B. & W. R. R. for movement to Sturgeon Bay.

No. 9 out of Milwaukee, the night of July 10th, had 15 coaches and handled more than 998 people. The dining car service established between Chicago and Milwaukee on this train, effective that night, served more than 136 meals between Chicago and Green Bay.

At 10:30 a.m., July 1st, 1930, the first C. & W. Ry. Co. engine arrived at the Milwaukee Road Green Bay Shops to pull the transfer. This transfer track is 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 on an isolated point about a mile from the yard proper, which was inconvenient to both our lines 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 call occasionally.

Harry Braatz, section foreman, is confined to the hospital, having undergone an operation for eye trouble.

Sympathy is extended to P. M. Malove due to the death of his sister and also to W. E. Herman, account death of his father.

Irma Knoll, Mable Chambers and Estie Ream 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 Cheills 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
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 22, 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-stored cars, individual bedrooms, coil spring mattresses, radio, and first with outside 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 8:30 p. m., St. Paul at 8:30 p. m.

Cue: Orchestra complements 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 on 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: Yeah, boor, man! Why all this trash? 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): That's better. I'm as 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 Broadway and the Millennium.

Phil: Yes, it's 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 conciled 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 one?

Conductor: Sorry, every lower's sold, sir. But there's a section held at West 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.

Phil: I'll give you Room C, car 17, and have the porter put your bag in.

Jack: Didn't know you had 'em out here in the Indian Country. It's just what I want.

Conductor: Your husband is an archaeologist. These tickets are evidences of a lost race.

—Detroit Jabberwock.

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 until 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, 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 it.

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. It's go out on the observation platform. See that roadbed? Twin boulevards of steel. The Milwaukee Road's the only double-tracked line between Twin Cities and Milwaukee-Chicago. Just one more, 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're 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 Wabash Road train. 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 Pionee 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 Minature."

(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 of 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, compartment 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. Personnel 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.

SOMETHING in the content of this Magazine should be a picture of interest to the veterans of this division. It is none other than a picture of caboose #22 and engine #44 with the entire crew. This crew did all the freight service between Racine and Freeport. Frank Martin, conductor, says that: "In those good old days there was no such thing as overtime; you started to work with the coal you could use, and did not dare to leave the coal until the coal was gone. We were sternly warned not to stop for a cup of coffee."

When George, the seven-year-old son of the late Hans McCarty, was killed, he was in the process of turning 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 our brakeman. He is now extra passenger conductor on the Southwestern. Eddie Johnson, now deceased, was head brakeman. 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 Hooglund, was killed when he pulled or tilted 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 city of Rockton in the year 1896 A. D.

The Rockford Personal

Rockford Personal

Mr. R. A. Woodworth and Mr. Thurler 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. Consrows, agent at Beloit, and Mr. Sweener, agent at Freeport, appeared on the scene on June 10th.

Mr. Otto Stainer of Mr. Wicke's office, Chicago, was here on June 11th and 12th and again on June 17th and 20th on claim business.

We wonder why Mr. Schaudes, traveling freight agent of Chicago, seemed so riled when he was with us on June 27th.

Mr. Dun, district editor of Chicago, and Mr. Zimmerman and Mr. Thurler 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 midwinter ad

specialty at the Hotel Faust on July 7th and 8th. Mr. J. T. Armstrong, division freight agent; Mr. F. O. Schaudes, traveling freight agent; Mr. T. P. Casey, general agent; Mr. J. L. Brown, general superintendent of transportation, and Mr. H. C. Sanders, assistant general freight agent, of Chicago; Mr. N. P. Thurler, superintendent; Mr. R. A. Woodworth, trainmaster, and Mr. J. C. Consrows, agent of Beloit; W. M. Thurler, superintendent at Savanna; J. C. Consrows, agent at Freeport; C. F. Hotchkiss, agent at DeKalb; Mr. S. Sautelle, 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 Shuster, our warehouse foreman, is spending his vacation with his brother at Tomah, Wis., and they are going bear hunting somewhere in South Dakota.

To Milwaukee Patrons

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.

Three Forks Creamery Co.

THREE FORKS, MONT.
For Sale—Boston terrier puppies. Signed 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, $30.00. 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. Herron, Agent, Prior Lake, Minnesota.

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 Ave. 9095, Mrs. Florence.

Lot for Sale—Cedar Rapids, Iowa. On 22nd Avenue, West, near 19th Street. Large apartment building under construction to be offered. Carl Hohmgen, 4927 Pleasant Ave., South Minneapolis.

For $15 I will give you warranty deed to 1½ blocks from Forest Glen station, with the South side of Squirrel Lake, 5 miles west of Milwaukee. Mention Company name when writing. 1½ blocks from Highway No. 70, right to the property. Cash money only. I wish to enjoy its use but at less than 5 per cent of lake front prices. A bit of land for your tent or shack. $15 is the full price. Address A. Westzentelid, 4260 Milwaukee Ave., Chicago, Ill.

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 afternoon attending the recent O. S. M. P. office, at Tacoma. Mr. DeGuire is at work. There may be more, but that is all we have at this time to report. How­ever, our news hound is on the job and no doubt future issues will contain news from this department.

Tacoma Shop Notes

"Andy"

We have it from very good authority that Cal Snyder, the A. F. E. eleventh in district accountant’s office, has taken up golf—don’t know what for—but 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 promoting 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, Tacoma. We are told that 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 in 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 Levorton, Hopkins and Crosswell, and also a Miss Maquaard, 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. Levorton 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 S107

The above caption suggests the terrible position which one B—— of Miles City found himself in when he tried to land one of the hungry darters 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 to against 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 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 hands when he came to the surface. I think the Miles City bunch will appreciate this story as it will warn a lot of boys to be careful how they handle catfish.

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