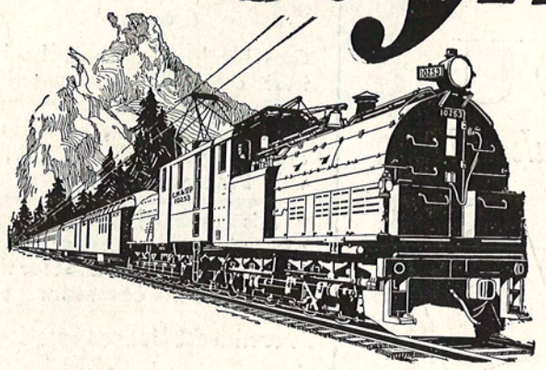
There's Only ONE Olympian



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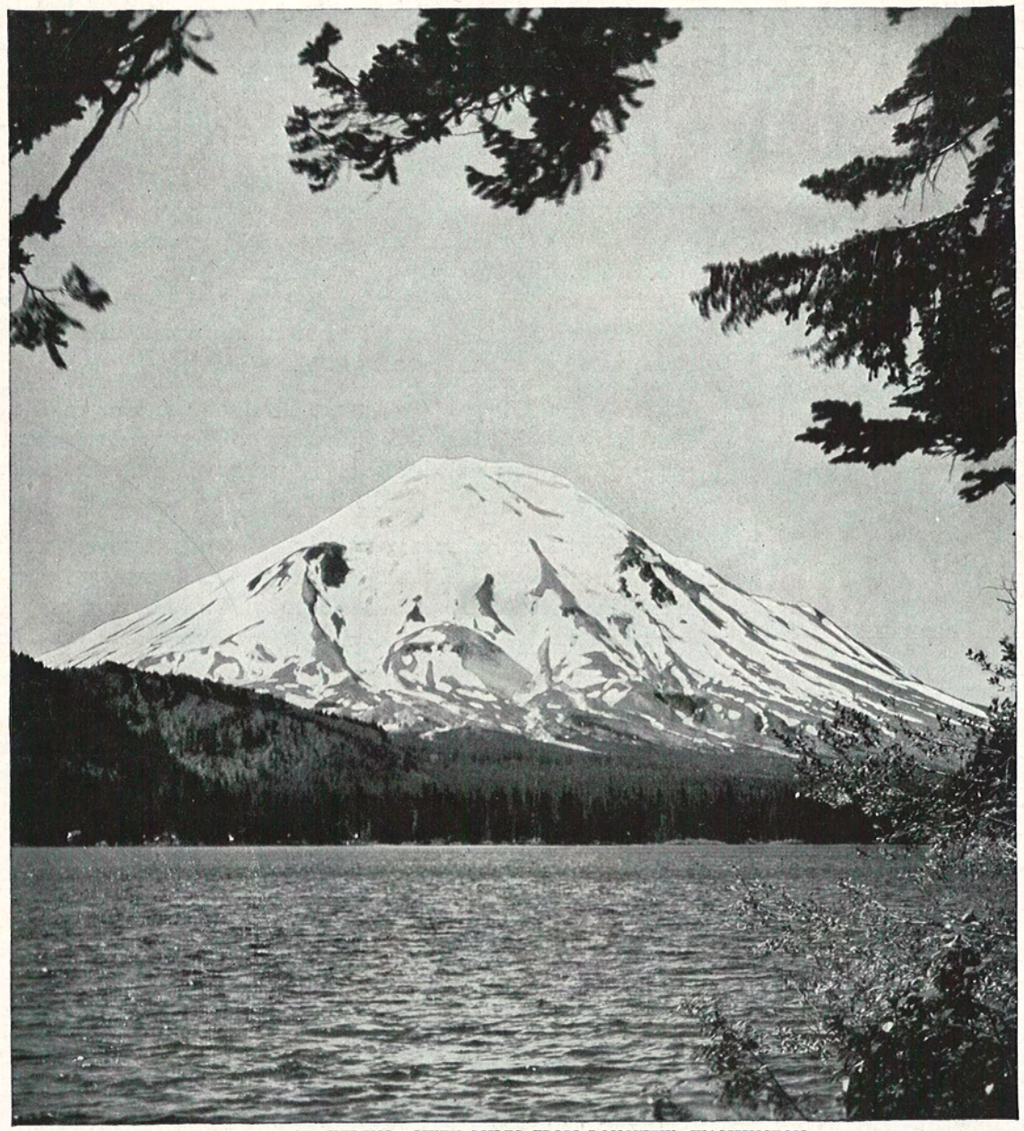
GEO. B. HAYNES
Passenger Traffic Manager

W. B. DIXON
General Passenger Agent

The MILWAUKEE MAGAZINE

CHICAGO MILWAUKEE ST. PAUL AND PACIFIC

AUGUST 1931



MOUNT ST. HELENS—SIXTY MILES FROM LONGVIEW, WASHINGTON

Elinvar

A Triumph of Science that Stirred Europe
Now It Has a Vital Meaning For You
Mr. Railroadman!

DR. CHARLES EDWARD GUILLAUME

Dr. Guillaume is known throughout the scientific world for his research work and important discoveries. One of his most notable successes was the development of ELINVAR, an achievement that attracted instant attention.

Dr. Guillaume is Head of the French Bureau of Weights and Measures, Commander of the French Legion of Honor, member of the Royal Academy of Sciences of Sweden and honorary member of the Swiss Society of Natural Science.

It was just a few short years ago that European men of science were startled by the discovery of a unique new metal. It was an alloy steel that combined outstanding qualities. It was rustless. It could not be permanently magnetized. Its change in elasticity, due to temperature, was opposite from that of ordinary metals.

Dr. Charles Edward Guillaume, head of the French Bureau of Weights and Measures, was the man who discovered this remarkable alloy steel and he called it ELINVAR. For his great achievement, he was honored with the Nobel Award in Physics.

It was not long before a practical use for this discovery was found. The technical staff of the Hamilton Watch Company began to experiment with ELINVAR. After five years of intensive study and research, ELINVAR has now been incorporated in the Hamilton "992" Railroad Watch.

ELINVAR has been put to work for you, Mr. Railroadman! It is a new development that you will want to know all about.

Hamilton Watch
The Railroad Timekeeper of America

Be sure to look for the HAMILTON WATCH advertisement in this magazine next month. It will have a vital message for you!

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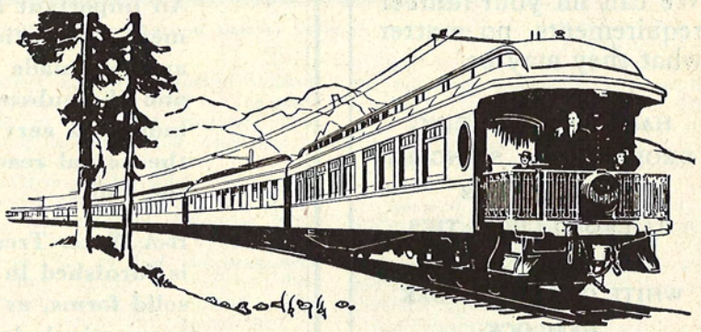
TRAVEL GUIDES



Every employee of the "Milwaukee Road" is a travel guide, telling the story of service this great system renders. But there are other forms of travel guides —those books which by picture and story describe the wonder places of America and tell the prospective traveler how best to reach them. Planning and producing productive printed pieces requires constant study and tireless effort. The printing institution that can render such service is invaluable to the transportation company. Just such an institution is

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B-A Water Treatment for industrial plants is furnished in powdered, liquid, paste, or solid forms, as desired. B-A solid briquets are particularly economical, clean and easy to apply.

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

Longview, Washington

Present and Future

P. Hetherton, Industrial Engineer, Longview Co.

AN application which has been pending before the Interstate Commerce Commission has been granted, providing for the purchase of the Longview, Portland & Northern Railway by the four northwestern railroads, The Chicago, Milwaukee, St. Paul and Pacific, Northern Pacific, Union Pacific, and Great Northern Railways. We, here in Longview, who are fully acquainted with its progress know that its position is established, but to the outsider this action should be convincing evidence that not only the present tonnage originating here is a magnet to the railroads, but also they are assured that the future of Longview, with its increasing industrial and agricultural development, warrants the investment.

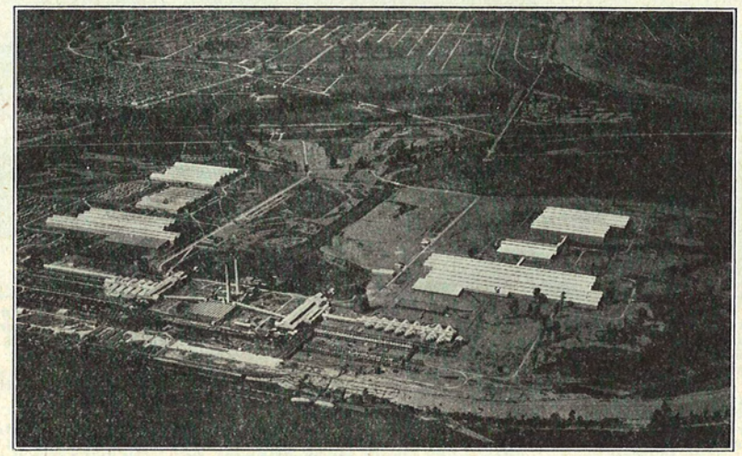
To the uninitiated, Longview is still considered as a lumbering town. This was true when the city was first founded in 1923, but today it has diversified industries and an agricultural area rapidly coming to the front producing concentrated high value products.

Without study, it seems strange that this site should have been chosen for a city, but the founders recognized that proximity to raw material supplies, transportation facilities, both rail, highway and water, plenty of room for city building, industrial sites, and farm expansion warranted its choice. In the early days of railroad construction, and going even farther back to the days when travel was made by canoe and trails, the gap up the Cowlitz Valley was the main route between the Columbia River and Puget Sound. The early railroad builders had in mind the construction of a trans-continental railroad to the head of river navigation on the Columbia River, thence moving the freight down the Columbia River to Kalama, a town six miles upstream from Longview's present location, thence by railroad from Kalama to Tacoma and Puget Sound. They recognized that railroad building across the Cascades was too expensive, and that at that time, in 1880, navigation of the Columbia River was dangerous to sea-going vessels, even of the then shallow draft, so that even in the early days the location of Longview was on the main traveled routes, and today this is more true than ever because the Columbia River has been improved until any vessel plying the Pacific may safely enter it under any conditions of wind and tide. Where there were trails up the Cowlitz Valley now standard gauge railroads operate.

The city started from nothing in 1922, the Long-Bell Lumber Company at that time purchasing about 13,000 acres of what was then, and still is, very fertile agricultural land. Incorporated in February, 1924, the first United States Census, taken in 1930, gave it a population of 10,652. While its first industries were lumber manufacturing plants, today it has a diversification including a great refinement of lumber products such as veneer and plywood, sash and door, two pulp and paper mills and another now under construction, which will produce the highest grade of bleached sulphite pulp, capable of being used for the manufacture of rayon; a canning plant, processing fish, fruit, and vegetables; a grain elevator, handling the wheat of eastern Oregon and Washington; a paint and varnish plant; and subsidiary plants such as machine shops, foundries, laundries, etc. Its port, which went into operation in 1926, handled, last year, over 600,000 tons. In May of 1931, its industrial payroll, which does not include the payrolls of stores, professional men, or the distributing houses, totaled $417,141, employing 3,514 men. This compares with the corresponding month of 1930, when 3,798 men earned $545,276. At that time the two lumber mills, the Long-Bell Lumber Company and the Weyerhaeuser Timber Company, were on a two shift basis, whereas today these mills are on a one shift basis, six days a week. However, the other industries have expanded, operating 24 hours a day, six days and seven days a week.

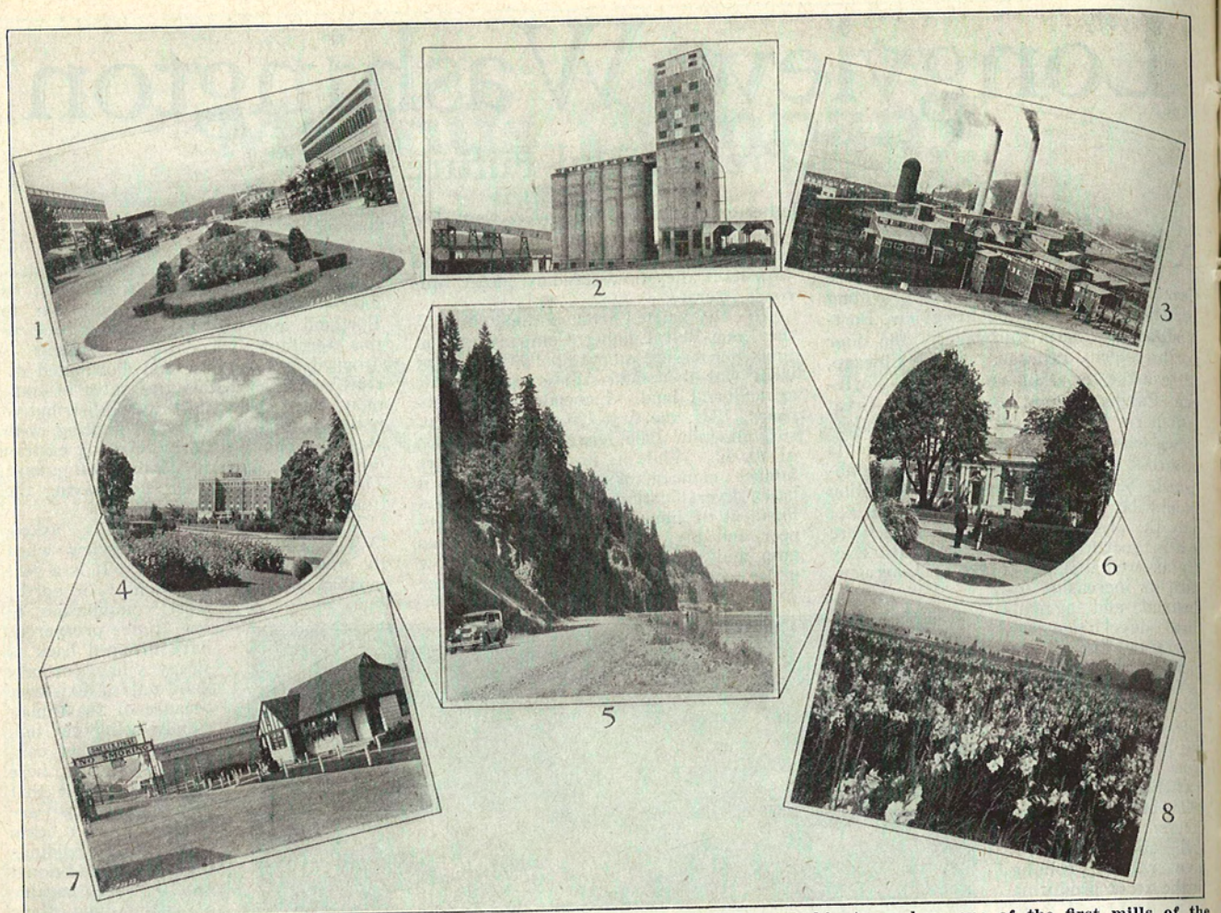
As a distributing center Longview has the wholesale plants of six of the large oil companies. It has two wholesale groceries and other smaller distributing houses. Before Longview was established, freight by water from coast or inter-coastal points went upstream to Portland and was then hauled back to this territory. Today this freight is dropped at Longview and distributed directly. It has distributive rates in common with other northwest distributive points and is on an equal footing with Portland and Seattle in reaching eastern Oregon and eastern Washington points. This has the direct effect of saving the time of freighters.

The question is commonly asked, "What will happen to Longview when the timber supply is gone?" It is a reasonable one because a number of northwest communities at one time prosperous have dropped back to sleepy villages or have gone out of existence because of the timber supply being cut out. The two lumber concerns operating here are seeing to it that their operations are permanent. To begin with, their holdings without additional growth, are capable of maintaining their plants for from 30 to 40 years. In addition, Longview is so situated that timber may be brought in from all points in the Willamette Valley, on the Columbia River, and from the coast points of Oregon and Washington. Furthermore, the most up-to-date forestry methods are being applied to the cut-over lands, so that reforestation is taking place either through natural methods, or aided by man. Fire protection systems are being greatly improved, so that the mills are assured of a perpetual supply of timber. It is estimated that because of these methods cut-over lands will, within 20 years' time, be supplying pulp wood, and in from 30 to 50 years' time merchantable timber will be removed.



Airplane View of Long-Bell Company, Largest Lumber Plant in the World

Agriculturally, definite forward strides are being made through co-operation with county agents and other sources of information. Dairy herds, which at one time averaged 250 pounds of butter fat per annum, are being brought up to 400 pounds or over, per annum. Co-operative dairy associations are supplying markets for butter, ice cream, powdered milk and cheese, returning the profits to the producer. One of the first dairy co-operatives to receive a loan from the Farm Board was the Lower Columbia Co-operative Dairy Association, which operates in this territory. Egg production is increasing, and through the Washington Co-operative Egg and Poultry Associa-



(1) Glimpse of Longview business street, which, eight years ago, was marked only by surveyors' stakes.
(2) Four hundred thousand bushel grain elevator on the Longview waterfront of the historical Columbia River. On this site Lewis and Clark, led by Sacajawea, came on their trip of exploration to the Northwest.
(3) A portion of the mammoth Weyerhaeuser Company's mill, to which is being added a 150-ton pulp mill.
(4) Hotel Monticello as it appears from across Jefferson Square, Civic Center Park, where numerous community activities take place.
(5) A view of the Ocean Beach Highway, near Abernathy Creek by Oak Point, Washington, where one of the first mills of the Northwest was built. Abernathy's grave has been preserved. This country is rich in historical sites, including the monuments of the early Indian days.
(7) Guest House, erected at the West Fir entrance of the Long Bell plants for the thousands of visitors who go through the largest sawmill in the world at six regularly scheduled trips per day.
(6) Longview Public Library, facing Jefferson Square. It is one of the links in Longview's recreational and educational program.
(8) Partial view of one of the Longview tracts where commercial growers produce prolific crops of gladiola bulbs.

tion, eggs and poultry are receiving the highest possible market prices. Eggs from this district go by refrigerator car to New York, where a premium is received for them because of proper grading and packing methods. The cultivation of bulbs, gladiolus, iris, narcissus, tulips, has extended until now there are about 50 acres producing high grade bulbs which are shipped all over the country. The local cannery provides a market for berries and vegetables, and in the past few years the barrelling and freezing of strawberries has become an important industry, and now quick freezing methods are opening up new markets for berries and vegetables.

With the foregoing as a background, what does the future hold in prospect? We have seen that the initial reason for the construction of Longview was the immense timber supply surrounding it. However, to get a thorough conception of future progress, we must think of this timber as not only supplying lumber, but also cellulose. Because of rapid growth and continual reforestation, the Northwest forests are probably one of the greatest sources of this latter remarkable material. During the last ten years the pulp industry has shown the greatest strides in the Northwest. We are acquainted with the development of the rayon industry and we are aware that vast sums are being expended in devising other uses of cellulose. We know that already from wood cellulose is produced "cotton" that is equal in some respects to the natural cotton. Artificial leather, paints, hard rubber, and a compound used in the manufacture of "unbreakable" glass are also produced. Plastics have just been touched upon, but it is predicted that articles from as small as buttons to heavy building material will be manufactured from this by-product of cellulose. Building board from cellulose is a common product on the market. So it would appear that from this great natural resource immense expansion may be expected. It is sometimes stated that cellulose from the tree will not meet the competition of that produced by annual crops, but a much greater yield per acre at a lower cost may be obtained from forest lands than agricultural lands. For instance, cotton, the purest natural form of cellulose, produces per acre on the average of 160 pounds, whereas well managed forest lands will produce 2,000 pounds annually per acre, and the big advantage is that it does not have to be removed annually. No mention has been made of lignin, the other constituent of timber. Little is known of it, but through research its use may become equal to that of the coal tar derivatives.

In addition to our timber supply, other natural resources are available, not only locally, but because of our position on deep water raw materials may be brought in from foreign parts, such as sugar, hemp, sisal, vegetable oils, copra, wool, ores, etc.

Since the early days of Northwest settlement the textile industry has been an important one. A number of mills manufacturing woolens from our native wool have been in existence for 60 years. Extensive experiments have been conducted with the growing of fibre flax, and it is now definitely established that a high grade may be produced. Three linen mills have been constructed within this region, one in particular producing fish net and harness twine.

Our immediate neighborhood is rich in coal, and in the Columbia Basin are vast deposits of phosphates, potash and lime rock. The mining and refining of lead and copper ores have returned vast sums to this region.

Power for the transforming of these

Lake Sacajawea, Community Church in Background

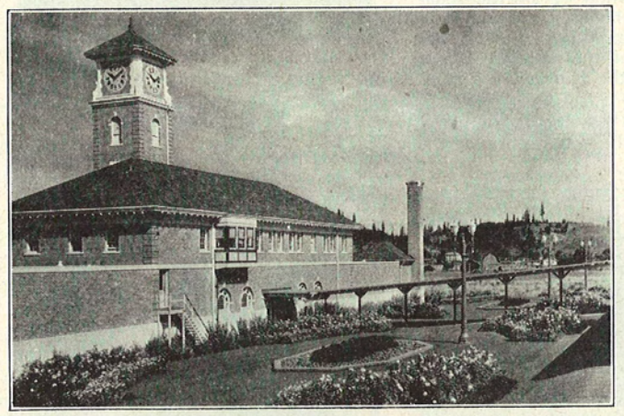
raw materials into finished products either from coal, oil, or hydro-electric energy is in abundance. Within a radius of 40 miles in the state of Washington, that is, not considering what is in Oregon, it is estimated that there are well over 900,000 horsepower of potential hydro-electric energy. On the Lewis River there is already under construction the first of a series of power developments by the Northwestern Electric Company, which when completed will exceed in generating capacity that of the Boulder Dam. The first unit will ultimately generate 180,000 K. W. and it is interesting to note that the officials of this company state publicly that in their opinion heavy industrial development will take place along the north bank of the Columbia River between Vancouver and Longview, and for this reason they are preparing for it by this development.

On the Cowlitz River preliminary engineering and geological work has been done on three power sites which would have an ultimate generating capacity of between 150,000 and 200,000 horsepower. Through inter-connections which are entirely feasible, additional power may be obtained from the Puget Sound Light and Power Company, the Portland Electric Power Company, and the Federal Light and Traction Company, so it is evident that Longview is favorably situated from the point of view of large blocks of dependable power.

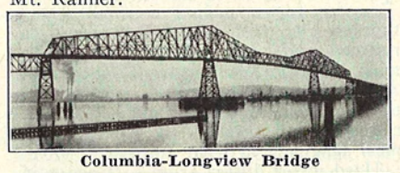
These raw materials combined with our transportation facilities, our splendid all year around climate, assure Longview of a steady and substantial growth based on diversification of industry.

The founders recognized that in order to build a city and have prosperous industries it was necessary to have pleasant surroundings. The city is beautifully laid out with wide, concrete paved streets, spacious parking strips, and splendid public parks. Excellent schools have been provided, one in particular, the high school, through the generosity of the city founder, R. A. Long. A public library, Y. M. C. A., standardized hospital, churches, theaters, provide all the facilities found in the older cities.

Diversity of outdoor recreation is offered—a splendid golf course, fishing in the nearby rivers, hunting in the foothills of the Cascade Mountains, which include deer and bear. Within three hours' drive the ocean beaches may be reached or the snow-clad peaks of St. Helens or Mt. Rainier.



Rear View of Longview Passenger Station



Columbia-Longview Bridge

Sport News

THE Engineering Department indoor baseball team met defeat at the hands of the Quincy Street Post Office to the tune of 16 to 7. Numerous errors by the Engineering team accounted for several runs for the opponents, also a home run by the left fielder, with two aboard, added three more runs to the rapidly mounting score. Irrespective of scores, a good time was had by all and will do better next time.

Lady Trainmen Drill Team

We are indeed proud to report that the Lady Trainmen Drill Team, of Austin, attending the National Convention in Denver in June, captured first honors, competing against six other teams, incluidng the National Champions from Toledo. The Toledo team has competed in 19 national conventions.

The team is composed of the following members: captain, Edna Deare, musicians, Maye Marvellet, Cora Massino, Rose Marshal, Adeline Boyer, Ada Plum, Maxine Smith, Mildred King, Nellie Smith, Caroline Jorgenson, Dorthy Byers, Clara Thompson, Elizabeth Cassidy, Rose Schriber, Eileen Beckel, Anna Jeffers, Laura Byers and Florence Regner.

An outstanding attraction in summer sports at Longview is the Annual Rolleo. What is a Rolleo? It is a loggers' jubilee in which the premier loggers of the Northwest compete in daring sports peculiar to their logging industry. The Longview Rolleo Association is a department of the Chamber of Commerce that sponsors the sporting event.

In the arena on the lake front, majestic douglas fir trees are scaled by high climbers and a series of elimination contests and a spectacular tree-topping competition determines the champion. In addition, there are log rolling, axe chopping, log bucking, log jousting, block turning and many other thrilling loggers' events.

On account of the Rolleo coming this year on July 3 and 4, which is a national loggers' vacation period, a large number of loggers from distant camps participated. Along with the participants came representatives from those camps and many from the population centers to pay tribute to the Rolleo which is dedicated to the Northwest's most important industry.

In all, Longview is a home city, having the advantages of the small community with practically all of the advantages of the larger.

We, here, are all looking forward to the actual participation of the Milwaukee Road in the upbuilding of Longview. Its entrance to the city provides its only direct contact with the commerce* of the Columbia River. Its railroad lines open up new territory to Longview, which means bringing in more wheat, ores, and non-metallic minerals from eastern Washington, Idaho, and Montana.

*7,096,332 tons, valued at $349,457,300.00, handled by ocean-going vessels for calendar year 1929. Authority — Report of Chief of Engineers, U. S. A.

Mason City Trainmen

THE C. M. St. P. & P. Trainmen Baseball Club of Mason City are playing good ball this season. The personnel is Schaper, cf; Dallas, 1f; F. Piriki, 3b; Eauclaire, ss; L. Berneman, 2b; Kephart, rf; Cookson, 1b; B. Berneman, c; B. Jones, p.

RIGHTLY NAMED

"What do you call your mule?"

"I call him Railroad," answered the old colored man.

"How did you come to give him such a name?"

"Fum studyin' de animal an' readin' de papahs. Dat mule gets mo' blame an' abuse dan anyt'ing else in de township, an' goes ahead doin' his work jes de same."—**The Ticket Agent.**

Water Treatment on the Milwaukee

C. H. Koyl

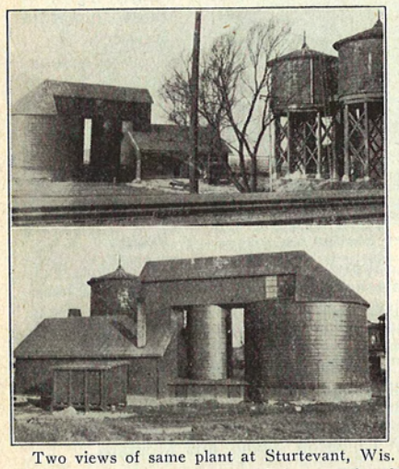
THE locomotive waters on The Milwaukee Railroad in the states of North and South Dakota, and parts of Montana, are hard and generally classed as very bad for boilers.

Waters in Iowa, Indiana and Minnesota, are from 20 to 30-grains-per-gallon hard and are classed as passable.

Waters between Milwaukee and Minneapolis and most of the mountain waters are classed as good for boilers.

Waters moderately hard can usually be kept from making hard scale in the boilers by the addition of a little soda-ash or anti-scale boiler compound, but in very hard waters this method is not available because of the amount of soft sludge formed in the boilers.

Water softening plants are used in such cases to take the hardness out of the water before the water goes to the way-side tanks.



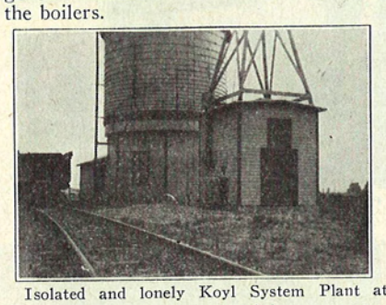
Two views of same plant at Sturtevant, Wis. This is one of our latest and best equipped plants of Main Line Type. It has a capacity of 300 gallons per minute, continuous operation. The plant consists of a large shed to house machinery and for storage of chemicals, a 10-ft diameter mixing tank and a 30-ft. diameter settling tank, with an inclosed walkway over tops of tanks. The tanks are both 20 feet high. One cut shows the two old track tanks to which water is pumped from the plant.

Previous to 1920 water softening plants had been established at Montevideo, Milbank, Mitchell, Elk Point, Sioux City and Ottumwa, and the results were such as to justify the extension of the system.

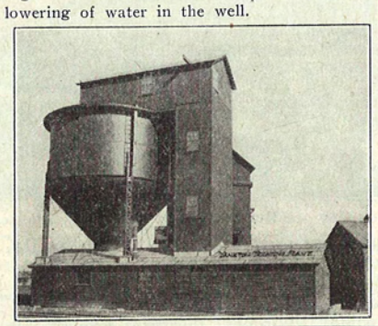
In 1920, Mr. Koyl came and began at once the construction of plants for the softening of the worst waters.

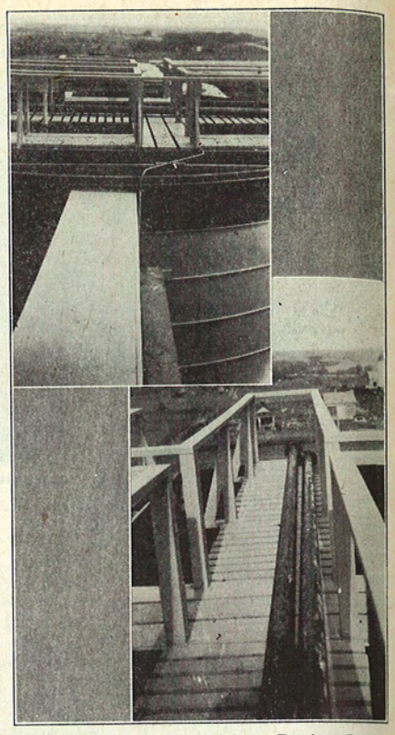
The work has progressed as money permitted until now there are 65 lime-soda water softening plants and 20 smaller plants using only soda-ash or its equivalent.

The benefits to the railroad are seen in the improved condition of locomotive boilers, improved operation of trains, saving of coal and boiler repairs and general satisfaction of the men operating the boilers.



Isolated and lonely Koyl System Plant at Ebner, Ill. In the foreground is seen a new pump house with its high doorway and tower on roof for handling deep well rods and pipe into well. The well is 80 feet deep and 26 inches in diameter, and is possibly the best well on our railroad in that it will produce large amounts of water without appreciable lowering of water in the well.





Two pictures of same job at Presho, S. D. This plant uses Barium Carbonate to soften a bad water, which comes warm, almost hot, from a most westerly well on our Rapid City line. To the west, beyond Presho, we are forced to rely upon streams and reservoirs for locomotive supply.

Due to temperature of water, the roof has been omitted from top of plant and the pictures show walkways and handrails necessary for inspection and operation of plant. Top of tank is 35 feet above the ground and the customary small scattered buildings of the open prairie are seen in the background.

The Value of Clean Soft Water to Railroads and Municipalities

C. H. Koyl, Engineer Water Service,
C. M. St. P. & P. R. R.

THIS paper is devoted principally to water for municipal use, but sometimes a city wishes to sell water to a railroad, and since such water nowadays must be soft, I will refer to it briefly. Also, this discussion should be of benefit to the citizens of a town, and I hope that engineers will overlook the lack of technical language in what follows.

Hard water differs from soft water in that it has picked up and carries in solution a little carbonate or sulphate of lime or magnesia, and most hard waters have a little of each. The word "little" is used advisedly, because water is *called* hard though it carries only one part of limestone to 4,000 parts of water, and water which carries four parts of limestone to 4,000 parts of water is unusuably hard.

When such water is boiled in a tea kettle, that is, evaporated at atmospheric pressure, a scale of carbonate of lime is left in the kettle, but the sulphate of limes does not come down until a temperature of 300 degrees F. is reached, which means in a boiler working at 60 pounds per square inch pressure. The scale in the kettle is soft and friable compared with the scale in the boiler which consists partly of sulphate of lime, which makes the scale hard and tough.

A tea kettle evaporates perhaps one quart of water per day but one locomotive evaporates 4,000 gallons of water per hour, and deposits 10 pounds of scale per hour if using water like that of one to four thousand. This scale coats the boiler flues so that the heat of the fire cannot get through to the water at sufficient rate unless more coal is burned and the fire kept hotter. This increase of coal amounts in practice to about 10 per cent because the scale does not cover uniformly all parts of the evaporating surface and because the scale is not permitted to get very thick.

But a still more serious loss of fuel is due to the leaking of boiler water into the firebox, which also is generally due to the scale on the flues near the ends, where they enter the firebox flue sheet. A flue covered with scale cannot easily transfer its heat to the water, and consequently gets hotter than normal and expands in the flue sheet. If now the scale is loosened from any cause, or even if the boiler temperature drops a few degrees, the flue is no longer tight in the sheet and water oozes through into the firebox.

This leaking into the firebox, and consequent cooling of the fire, is the cause of most of the extra coal consumption found in boilers with scale. On the C. M. St. P. & P. R. R., when I began building water softening plants in 1920, there was a bad river water at Canton, S. D., loaded with organic acids, which caused almost immediate leaking in every locomotive which took it, and I completed the plant at Canton first. Within one week of starting this plant in operation all leaking disappeared on that engine district, and when the coal records were made up there was found a perpendicular drop of twenty per cent in coal consumption for that month. When all the softening plants on that district were working and the boilers were all clean we found a further drop of ten per cent in coal.

The coal bill for an ordinary locomotive in an average year is about $12,000 and it would be a simple matter to allow one hard water to increase this bill by ten per cent, or $1,200 per locomotive per year.

Railroads are always glad to purchase municipal water if the quality and the price are suitable, because it saves the railroad a considerable investment, but henceforth such water must be soft.

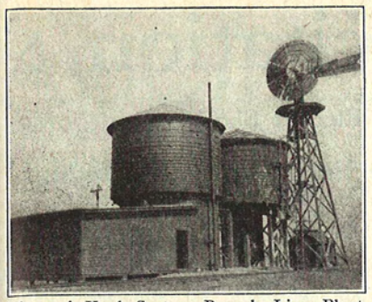
And now, what is the value of soft water to the citizens?

It goes without saying that all local steam boilers are in the same condition as the railroad boilers, and the average of many measurements shows that for a 100-horsepower boiler operating 24 hours per day the saving from using soft water as against water 12 grains-per-gallon hard amounts to $700 per year. This is the sum of the savings in coal, boiler cleaning and repairs, boiler compound, and interest and depreciation on the investment for additional boiler power necessary where hard water is used.

In 1900, in the early days of water softening in this country, I built a water softener of 10,000 gallons per hour for the plant of the General Chemical Co. in Brooklyn, N. Y., which had 3,000 boiler horsepower using well water 12 grains-per-gallon hard. After a six months' trial the general manager wrote me that the softener was saving $25,000 per year—$20,000 in coal and $5,000 in boiler cleaning and repairs—in addition to much better steam service and the release of several boilers from active work. This meant that the softened water was worth in that boiler plant 25 cents per thousand gallons more than plain well water which was only 12 grains-per-gallon hard.

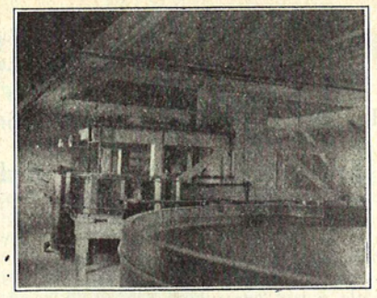
This may be taken as a fair average statement for the country, because I can cite cases from my personal knowledge where the softening of very hard waters has saved to boiler plants more than $1 per thousand gallons.

(Continued on page 26)



View of Koyl System Branch Line Plant, located out in country, one mile west of Okabena, Minn.

Water is pumped from a creek nearby, to the plant at the left and after treatment the water flows by gravity to old track tank seen next to the windmill. Electric power is used for pumping and mixing. The lean-to shed is for storage of lime, soda ash and iron sulphate used in the softening process. A windmill is too irregular for water treatment work and this one is not in service and has been removed.



Interior upstairs view of portion of Koyl System Main Line Water Treating Plant, located at Madison, S. D. The top of 24-ft. diameter settling tank is shown in the foreground. The large white box in the rear is a housing for a 72-inch diameter water wheel, which receives water from the several wells, and the water runs the wheel which in turn operates the mixing machinery in a 10-ft. diameter tank, located under the wheel but not shown in the picture. The wheel also operates the stirring paddles on one of the small chemical tubs, which set on the floor, shown at left of the box.

The platform scales for accurate weighing of chemicals may be seen at the left side. Electric lighting is used for night operation.

We have 12 plants of this general type.
Maidson, S. D.

Prevent Fires

Are You Doing Your Bit?

THE season is at hand when the grass and weeds will become dry, and thereby constitute another fire hazard. Grass and weeds will have grown up around the piles of ties, around the stock yards, buildings and bridges, and if not given attention they constitute a fire hazard which will reap a heavy toll in burned ties, stock yards, buildings and bridges. Also unless close attention has been given there will accumulate a quantity of paper and rubbish under our station and loading platforms which may become the nucleus for an expensive fire.

A watchful section foreman keeps the weed situation in mind and keeps them cleared away from piled ties so that a spark from a passing locomotive will not ignite them. The weeds will also be cleared away from stock yards and the various buildings on the section of which he has charge. Agents, too, keep a close watch around their depots and other buildings of which they have charge, to see that no rubbish is allowed to accumulate, which when conditions are favorable may be the cause of burning their stations. A very little amount of prevention may keep the Demon Fire away from your locality.

Mr. Agent, have you inspected your premises recently to be sure that your oil cans are in a safe place? Are you sure that no rubbish has accumulated in your freight or record room? Are you sure your water barrels are full and provided with pails, and you who are provided with fire extinguishers, do you know that these will work if the time comes when they are needed badly? It is too late to find these things out after a fire has started. Get right up after you read this article and assure yourself that yours is a safe station from a fire prevention standpoint.

Mr. Section Foreman, do you know if all of your water barrels at bridges and around the various buildings for which you are responsible are full? Have you satisfied yourself that a spark from a passing engine will not set fire and burn the ties which you need so badly in your track? If you are not sure of this it is your duty to make an inspection of these things the first time you go over your section. Remember an ounce of prevention is worth a pound of cure. Clean away those weeds from the mouth of that culvert and away from that bridge. Something may set them ablaze tomorrow and that will mean delayed traffic and costly replacements which you could have saved by a few minutes' work.

The box car with hay, straw and other rubbish scattered on the floor is also too dangerous to be passed lightly. The "seasonal tourists," who are now moving in great numbers have a great liking for a box car with a foot of hay or straw on the floor and they greatly enjoy riding in them and tossing their cigarette and cigar butts around in the car indiscriminately, and this accounts for many of our box car fires. Of course all trainmen try to keep these doors closed whenever they find them in their train. Carmen are closing these doors at terminals but they cannot watch them after a train leaves a terminal, and it is up to the train crews to keep them closed while moving between terminals, and we hope to have their co-operation. Care must also be exercised that the doors are closed on cars when they are set out on sidings as a spark from a passing locomotive may find its way into the car. May we depend on you trainmen to help us cut down the fire loss from this source?

Frequent Inspections Prevent Fires

A Talk On Resuscitation

Particularly With Respect to Resuscitation from Electric Shock

To Be Used in Connection With Demonstration of the Prone Pressure Method

R. Beeuwkes, Electrical Engineer,
C. M. St. P. & P. R. R. Co.,
Seattle, Wash.

OUR little book, Special Rules and Instructions Covering Electrical Operation, Form 3170, pp. 43 to 53, inclusive, contains rules for the application of the Prone Pressure Method of Resuscitation. The rules are written so plainly and so clearly illustrated that it would seem a careful study of them would enable a person to understand quite well how to apply them. Our own results with resuscitation have, however, been quite unsuccessful as compared with results many other people have been getting, as will later be shown, and the management wants to make sure that every one working in the electrified zones properly understands the method and will have every confidence in applying it when any accident occurs requiring its use. With this in view I am going over the electrified zones, stopping at all the different points necessary to meet all employes concerned and to give them this talk on resuscitation and actual demonstrations in how to apply the Prone Pressure Method. This particular method is one that has been recommended by governmental and other agencies having to do with safety-first matters, and was chosen after thorough investigation was made of other manual methods and mechanical methods as the best one to use. This method must be used exclusively. Trying to combine it with any other will not only be useless, but dangerous. We formerly had some pulmotors on the line, but these were all taken away when it became generally recognized that their presence might be harmful rather than helpful. You may sometimes see a doctor using a machine on a patient, but unless he is one who has not had experience in the matter you will find the machine he is using is not a pulmotor but a so-called inhalator. This latter machine is not one that pumps air in and out of the lungs as the pulmotor is supposed to do, but merely a device that is used along with the Prone Pressure Method of Resuscitation and which provides for the automatic breathing in by the patient of a mixture of oxygen and carbon dioxide gas. These inhalators have not been furnished for use on our line nor by most other companies using electricity, because they are intended for gas or other forms of asphyxiation rather than for electric shock. Never attempt to use an inhalator even if by any chance you should find one available. This must be left entirely to the doctor.

Before demonstrating the application of the Prone Pressure Method I would like to explain why this method is effective and its action on the organs of the body.

When a person is severely shocked his breathing stops and sometimes his heart action. Interruption of the breathing for even a few minutes will cause death. It is the object of resuscitation to restore this breathing and it is quite evident that not an instant should be lost in efforts to do this. I will try to show you how the Prone Pressure Method restores breathing, why the latter is so important, and how it is normally and largely automatically carried on within the body.

Breathing is performed by the diaphragm and muscles controlling the ribs. All of the ribs (twelve in number) are connected to the spine or vertebra at the rear, and the upper ten to the breast bone in the front. The eleventh and twelfth ribs are the so-called floating ribs and are not connected in front to the breast bone or to each other. It is important, as will be shown later on, to bear this fact in mind in studying the action of the Prone Pressure Method. The diaphragm and rib muscles operate involuntarily, but they will also operate by action of the will. When a breath is taken inward, that is, inhaled, the chest muscles spread the ribs, the diaphragm depresses, and air flows into the empty space thus formed in the lungs. Opposite action of the muscles, that is, contraction of the chest muscles and upward pressure of the diaphragm, causes the breath to be exhaled. Normally a person takes in about 1½ quarts of air at each breath, and takes about twelve breaths a minute. The lungs are never entirely emptied of air, even when a person makes what he thinks is a complete exhalation. It is some of this (what might be called) residual air which is forced out of the lungs when pressure is applied to the floating ribs in beginning Prone Pressure treatment. The hands are placed on the floating ribs, as far around as possible without slipping off, and pressure applied to these ribs in such a way as to force the organs which are surrounded by these ribs up against the diaphragm. The latter, in turn, transfers the pressure to the lungs, causing them to partly deflate. Quick release of the pressure of the hands causes the ribs to fly back to their normal position, the diaphragm to resume its normal position, and the lungs their original condition of expansion, air being meanwhile automatically inhaled into the lungs as vacuum tends to form in them.

The purpose of breathing is to supply the bodily tissues with oxygen and to eliminate the waste element, carbon dioxide, which is formed in these tissues by the constant burning up of the oxygen. The process may be briefly described as follows: Air contains about one-fifth oxygen and four-fifths nitrogen. This is taken into the lungs through the wind pipe, which, in the lungs is subdivided into many very small branches. At the end of each branch there is a tiny elastic air-cell, which expands and contracts with the breathing. The oxygen in the air passes through the thin walls of the air sacs into the surrounding net-work of blood vessels which form part of the blood circulating system. It is necessary to briefly describe this system in order to follow through the further action of the breathing process. The center of the circulatory system is the heart. This is a hollow, powerful muscle, divided into four parts; the two upper parts are called auricles, the two lower, ventricles.

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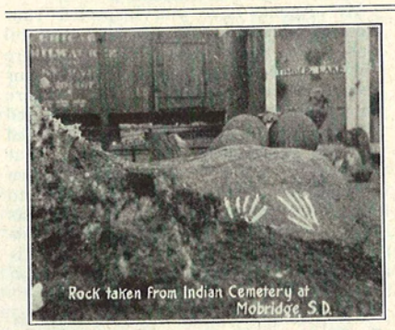

Relics of An Indian Legend

AT the entrance to the little Milwaukee Park at the east end of the Milwaukee depot at Mobridge, S. D., are two grey granite stones of great historical interest. One was brought from Old Evarts, fourteen miles southeast of Mobridge on the Missouri River, and the other from the old Indian Cemetery, about two miles west of Mobridge.

There are hand prints on these stones and they are known as "Conqueror's Stones," the legend being that subdued chiefs of hostile tribes were required to kneel and place their hands in the imprints and take an oath of allegiance to the victorious chief and tribe.

Another legend about these imprints informs us they are "Supplication Rocks," at which the chiefs or medicine men of the tribes knelt when invoking their deity to give them victory over their enemies, furnish luck to their hunting parties and protect them from evil spirits.

Both of these legends have been handed down by word of mouth from one generation of Indians to another.

On the back of these rocks large and small nicks have been made, the large ones are for big battles won and the small ones for little battles won.

Indians declare these stones came from the Yellowstone Park country.

ACCIDENT SAFETY FIRST PREVENTION

The Use of Goggles

H. Keyes, Boiler Foreman, Western Avenue Roundhouse, Chicago

PRIOR to 1910 goggles were manufactured principally for protecting the eyes of motorists and others engaged in sports out of doors. Shortly afterwards a small group of farseeing officials realized that if a comfortable, durable and strong goggle could be produced many men in industry would be saved from serious injury to eyes or total loss of sight. During the last fifteen years notable improvements have been made in the construction of the frames and the strength of the lenses. We now have eye protection which meets the requirements of comfort, strength and durability.

Goggles are designed to protect the eyes against every hazard in industry, but to do this they must be worn, not kept in a tool box or left on the bench. We have records of fellows who had goggles in their possession but the grinding or cutting job was so small they thought it would be a waste of time to bother to put them on. One small chip of concrete, one bit of hot metal, may in any instant cause a man to waste years of time, and to lose not only his eyes, but his future and his family's future.

Goggles Add No Danger

Records show that eyes have been saved when goggles were worn and disproves the thought in some minds that glass before the eyes such as furnished in safety goggles is an added hazard. Super armorplate lenses are made of optical crown glass heat treated or annealed until the glass has lost the characteristic of brittleness. The surface grinding and polishing assures optical quality, thus furnishing lenses of a strength and freedom from defects never attained before.

Any goggle if not properly adjusted is uncomfortable. The same is true if the goggle is too large or too small. Metal frame goggles are likely to hurt behind the ears, on the nose or cheek bones. All of these complaints can be overcome by selecting the proper size and then bending or adjusting until the pressure has been removed. Elastic headbands on goggles are invariably worn too tight. The band should be loose enough to enable the wearer to easily insert two fingers at the temples. The goggle rides much better if the headband is placed low around the upper neck instead of around the largest part of the head.

The fogging of goggle lenses is annoying and often dangerous. To overcome this fogging tendency apply to the lenses a soapy film. The best is a glycerine soap, but any washroom soap will do. Be sure to carefully wipe off any excessive amount of soap, leaving a very thin covering. The use of sweatband (made of several folds of cheese cloth or gauze about one and one-half inches wide, complete the elastic band) will keep moisture from reaching the goggle lenses and at the same time have a tendency to keep the wearer's head cooler.

Prescription goggles should be worn if the sight is defective. These lenses should be ground from super armor plate stock. Goggles fitted with such lenses are an individual proposition and will fit no one else. Goggles correcting defective vision must be of rigid construction, giving positive assurance that the wearer cannot put on his goggles incorrectly. That could easily take place if RX lenses were placed in Kingbilt frames or almost any type of cup goggle. If your eyes are sub-normal the wearing of corrective goggles will enable you to do better work.

Welding and cutting operations present an eye hazard very different from the physical injuries caused by flying rivets or fragments. Here the danger is from injurious light that we cannot see. Besides those rays of light that make things visible and apparent to us, are the rays that can be measured only by instruments made for that purpose. Exposure to these invisible rays has a tendency to break down the delicate tissues of the eye. This effect on the eyes may be delayed or it may make itself felt in a matter of hours. The symptoms are intense pain or smarting in the eyes with inflamed or granular lids. The remedy is prompt treatment by the plant surgeon or other competent medical man. Fortunately the simple precaution of wearing the proper light filters before the eyes will effectively prevent this annoying and serious discomfort.

Glass was developed for just this purpose—to absorb or cut off the injurious light without undue interference to those rays necessary to vision. Color alone in a glass is not enough. It must have the property of selecting the useful rays from the harmful ones. Such a glass need be shaded only enough to cut down the intense light to an agreeable tint. Many hundreds of eyes are saved each year because men realize that goggles are friendly protectors and not an evil forced upon them. The eye is most easily damaged and is not replaceable. Once gone, gone forever!

Conductor Gilmartin's Record

"x---**-|-!--?- "!||—..!? !!!"

My, but those young Irishmen use terrible language! "What's the matter, Mike?"

"x--**-|| seeder teeth. I smashed my ||—!!..?- finger with one of the x-**||! things."

No one of the host of Michael Gilmartin's friends will believe that one word of this applies to him—for none of them ever heard him use a profane word; and they all look up to him as the type of perfect gentleman that they would like to have their sons pattern after. But he did have a finger bruised while piling seeder teeth in the Calmar

(Continued on page 17)

A Safety Record of Forty Years

Gustave Warnke

SECTION Foreman Gustave Warnke of Markesan, Wisconsin, has an enviable record of safety for himself and his men. His personal record is of forty years, his entire period of service, without injury to himself, and three years without an injury to any of his men. His service date is 1891.

Safety Records of Conductors, Trainmen and Yardmen

Some Superior Division Records

AN analysis of injuries resulting in lost time to employes of above crafts reveals that Safety First has been considered of paramount importance in discharge of duty. Records reveal that of 138 employes of these crafts on the Superior Division, 40 have completed their length of service with our company without receiving personal injuries while on duty, resulting in loss of time. These 40 employes represent in the aggregate a total of 767 years in train service on this road.

P. H. Donley

Conductor Patrick H. Donley has established the longest length of service on this division in train service without receiving a single injury. It is also worthy of note that Conductor Donley has performed his duties during his length of service with this company without receiving any detrimentary entries upon his roster record.

Conductor Donley was born September 13, 1852, and was employed on the Superior Division as freight conductor on March 13, 1883, being promoted to passenger conductor on August 1, 1893, completing 48 years in train service on this division without receiving a single injury resulting in lost time.

In his statement Conductor Donley attributes his non-personal injury record to the fact that he has always considered safety of first importance in discharge of duty. Further, that he has spread this doctrine to all members of his crews at every opportunity.

Conductor Donley is working regularly and advises that this is resultant of observance of safe practice in all his work and offers this advice to all: "Think first, then act."

THE MILWAUKEE MAGAZINE

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ALBERT G. DUPUIS, Assistant Editor
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The Veterans Convention

ON September 14th and 15th, in Minneapolis, will be held the annual meeting of the Veteran Employes Association. While the details of the two-day program have not yet been announced, all who attended the meeting of 1928 in Minneapolis, and remember the wonderful time enjoyed by everyone, need no further assurance of a successful event.

Mr. C. C. Christoffer is chairman of the committee on arrangements and the Nicollet Hotel has been chosen as the place of meeting.

At the last meeting of the Executive Committee of the Association, Mr. J. T. Gillick was elected to fill the unexpired term of Mr. W. D. Carrick, deceased.

Forward or Backward

IN the press occasionally appear suggestions that the railroads are facing a condition that has repeated itself in the history of transportation, and that the railways may be forced out of the field as were their forerunners.

We are reminded by these critics that over a hundred years ago a great paved national highway was begun to connect the east with the west. Interest in this waned when canals were widely promoted, and later on the advent of railways caused the abondonment of the canal program.

Now, it is stated, the tables are turned, and waterways and highways may supersede this country's system of railways.

Those who take this position overlook the most important fact that highway and waterway carriers are not comparable with rail carriers. Railways became popular because they provided service that could not be given by highway and waterway carriers. If this country had been obliged to depend upon canals and rivers for the movement of persons and goods, supplemented by the pre-rail means of transportation via highways, its development would have been limited to certain areas within convenient distance of the waterways.

Luckily the railroad appeared, making it practicable to develop and do business in every section of the country, no matter how remote, greatly to the advantage of all citizens and the government.

The railroad was the first and is still the only agency able to meet the transportation demands of this great nation.

That the national importance of the railways was thoroughly understood was made evident by the creation of the Interstate Commerce Commission in the '80's, with jurisdiction over rail affairs.

The railroads are essential to the welfare of the nation because no other agency can carry the vast yearly volume of certain classes of commodities over long distances—and no other agency can handle heavy tonnage movements as speedily or as cheaply as do the railroads.

The public also enjoys other advantages from rail service such as reliability, responsibility, safety, etc.

Therefore, the point the railroads are endeavoring to make in their discussion of present conditions is that it is against public interest to have essential rail service jeopardized by other agencies, which can take from the railroads enough preferred traffic to render the remainder unprofitable, but which could not shoulder the railroads' task should the railroads thereby be forced out of business.

It is evident that there is no parallel between the normal progress from primitive transportation agencies to the railroads over a hundred years ago and the present tendency toward retrogression by reviving the old ideas of transportation by highways and waterways.

A New Type of Track

SUPERINTENDENT C. L. WHITING (right) and Engineer C. T. Jackson inspecting experimental installation of a new German State Railway type of track on the main line, between Franklin Park and Elmwood Park, Ill. A special clamp plate, and pressed-wood pad between plate and base of rail, are the main features, strengthening support of the rail, facilitating rail changes, reducing noise and preventing wear by friction between rails and plates or ties.

The New "High Line Canal"

The Kittitas Valley Realizes Its Dream

ON June 6th of this year, the people of the Kittitas Valley looked on at the realization of its third of a century dream, when the waters of the Yakima River rolled down through the newly completed High Line Canal, a reclamation project of many years of hope deferred at last come true. Technically this piece of reclamation is termed the "Kittitas Division of the Yakima Project," but it has always been and always will be, to the people of the Valley, their own pet High Line Canal, the irrigation waters of which will bring into productive form, some 72,000 acres of "the finest land that lies out of doors." And within a few years, at a conservative estimate, upwards, perhaps more, of one thousand families will have found profitable occupation and comfortable homes in the great Kittitas Valley, where for so many years, this land, unable to get water, has had to lie out to the open sky with only the sagebrush and the ground itself to indicate its fertility.

Back in the early nineties the High Line Canal was projected but stopped by the panic of 1893, since which time it has passed through many exigencies of progress and setback, until at last, in 1925, money was appropriated and in 1927 work was started, the result of which is the unit just completed, with all the benefits it is expected to confer on the Valley.

To The Milwaukee Road, too, this project will mean a constantly increasing traffic as the products of the reclaimed land begin to move to the markets.

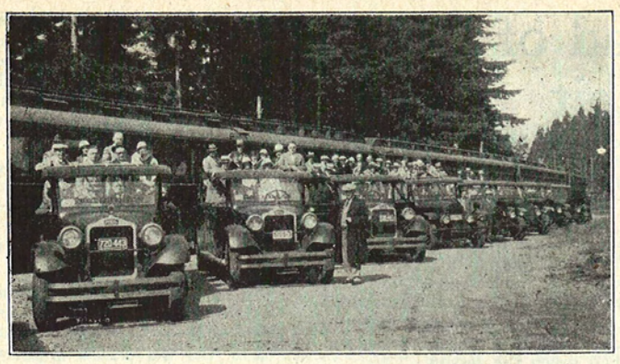
William Ward

WILLIAM WARD, adjuster in the Personal Injury Adjusting Department, died at Minneapolis, June 29, 1931.

Mr. Ward was one of the oldest men, in years of service, in the Adjusting Department, and was noted for his unswerving loyalty to the company and his superiors, as well as the faithfulness of his service and fairness to injured employes and others.

He was born on a homestead in Carver County, Minnesota, January 30, 1859. When he was twenty-eight years old he entered the service of the company as a special agent. His record for integrity and ability in his work of investigation was such that a few years later he was transferred to the Claim Department, where he continued until his death, which was due to pneumonia after an illness of a few days.

He is survived by his widow, four sons and two daughters, all of Minneapolis.



The W. P. A. at Ashford Enroute to Rainier National Park

A Convention on Wheels

The Washington Press Association Goes Railroad

ON June 26, 1931 a unique sort of convention was held by the Washington ress Association in conjunction with e Milwaukee Road, the Association athering aboard a special train at Elnsburg, Washington, for a three-day ssion on the cars, when the train moved a pre-arranged schedule to various ints in the state, where the Association as met and entertained by local civic dies. It was probably the first event the kind ever put over by any similar sociation, and as an example of peripatic collaboration, it was a signal success.

The affair was arranged by Lon Cook, blicity agent, in co-operation with the assenger Department, under the leadship of J. F. Bahl, assistant general ssenger agent, and Eugene Webster, aveling passenger agent. R. J. Reylds, agricultural commissioner, of this mpany, Chicago, contributed by his esence and his expert knowledge of e resources and attractions of the lolities visited, to the general success of e occasion. Mr. C. C. McCormack, rthwest agricultural commissioner, also lped all along the trip.

Vice-President H. B. Earling's busiss car was attached to the Special and ed as a club car. Mr. Earling himself companied the train on its first day, aking the trip from Ellensburg to Setle with them. According to one of the mber editors, "The whole Milwaukee cial party have made marvelous hosts, d have been the big factor in making e trip one continuous, joyous party."

After visiting the new High Line nal at Ellensburg and some preliminry entertainment by the Ellensburg ic authorities, the party boarded the in for their three-day journeyings, on e following itinerary:

Leaving Ellensburg at 1:30 P. M. stop Cle Elum to inspect the sub-station the Milwaukee's electrification; stop the Kittitas Diversion Dam at Easton inspection. Arrive at Tacoma at 0 P. M. The party were entertained Tacoma that evening and at midnight re again aboard the Special for Aberen, Hoquiam and the Gray's Harbor ntry. June 27th, the second day, was voted to visiting the industrial features d scenic attractions of that locality, inding a visit by auto to Raymond and Willapa Harbor country. In the ning, after being banqueted at Aberdeen, the editors held their annual meeting with election of officers, after which a dance was enjoyed.

At midnight the train left Aberdeen and steamed northward to Tacoma, en route to Rainier National Park. Sunday, the 28th, was spent on Mount Rainier visiting Paradise Valley and other wonders of the great National Park that encompasses and is a part of "The Mountain That Was God." The party returned to Tacoma in the early evening and dispersed to their various home destinations, all of one accord in the pronouncement that it had been a jaunt of pleasure and profit, the while it had also been "something new under the sun"—literally a Convention on Wheels.

That the peripatetic news gatherers were the richer in knowledge of the natural wealth, the beauties and wonders of their state is a certainty. A closer bond of friendship knitted between the Association and the railroad was another of the benefits of the trip. Before signing off, a resolution was offered expressing "the appreciation of the Association to The Milwaukee Railroad officials for the spirit which they have shown in making this state tour possible." And to Lon Cook, who worked with indefatigable zeal from first to last, the especial thanks of the entire company were extended.

Personal expressions on the success and pleasure of the trip and the entertainment have been many, our Lon Cook, together with others of the personnel, receiving much praise and appreciation of the courtesies and excellent service on The Milwaukee throughout all the three-day period.

Some expressions are quoted:

University District-Herald: "If doing things the right way and in a big way, will accomplish for anyone what they desire, then indeed The Milwaukee is entitled to all the publicity that you, as director, can wish for it."

Fred W. Kennedy, manager: "I appreciate, I believe, fully to what extent this complete success was laid to your efforts, and therefore make this feeble effort to have you understand to just what extent is this appreciation."

A. S. Hillyer, The Sunnyside Sun: "You have often heard the expression when a person comes back from a convention—'they did it up brown.' May I say it would be impossible for me to coin a better expression to fit my idea of how you took care of us during our 'convention on wheels' on the railroad of which you are an employe."

Cliff Kaynor, Ellensburg Record: "I think the trip was a whale of a success in every way. No one fell down on the job any place along the line. You and Gene and the rest of the Milwaukee crowd who lined up the various entertainment features sure did a real job of it."

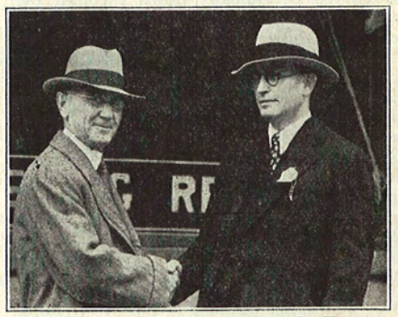
Thomas E. Dobbs, president, Washington Press Association: "Thinking back over those three days, I become aware that no small part of the pleasure was due to the splendid service given by the personnel of the train and the excellent equipment placed at our disposal for the occasion. Without these things the trip would have been ordinary. With them, it became a glorious vacation to be long remembered. I hope the excellent work of Mr. J. F. Bahl, Mr. Lon Cook, and Mr. Eugene Webster, in working out the details with such precision, will be suitably commended."

C. D. Foster, The Lewis County Advocate: "The whole trip was an unqualified success, and not the least contributing feature was the cordiality shown by the company officials who were with us."

C. Ellington, The Chehalis Bee Hunter: "We were especially well pleased with the fine rolling stock, the electric locomotive, track and all equipment. We heard or saw nothing but the most courteous treatment in every way and a desire on the part of the personnel on the Special to make the trip pleasant in every way—in fact one could not ask or expect better treatment than you accorded us, nor a more enjoyable trip throughout, than this proved to be."

Chapin Collins, The Montesano Vidette: "It was what is known as a swell party. I certainly enjoyed every minute. You can count on me a booster for The Milwaukee."

Stage Coach Days Revived—H. B. Earling and Joe Bahl Take a Ride on Goldendale-Grants Stage.



Vice-President Earling and J. C. Kayner, Publisher of Ellensburg Record

The Giving Instead of the Getting Habit

SPEAKING on the very present problems of today, a preacher and teacher of wide fame and favor, said that what the world is suffering from right now, is an attack of "the gi'me's" and the remedy to apply is an antidote of "the give you's" and when the people of the world have absorbed the lesson that by giving they get, conditions will respond to prosperity, peace and happiness.

In New York last spring, Mr. Vash Young, of the Equitable Life Insurance Company, delivered an address in which large doses of the particular "antidote" mentioned above were prescribed in a most engaging and convincing manner. Mr. Young has written and spoken widely and is admittedly a leader in that quality of thought; and is, moreover, applying it to his every-day affairs. His address is entitled "A Fortune to Share." In opening, he says: "I would like to say that while you may not know it, and I may not look it, I am, in reality, fabulously wealthy. And my riches are not the kind that take wings and fly away. My wealth cannot be affected by bank failures, stock market crashes nor business depressions. It is permanent and unlimited." He went on to say that he acquired his wealth through the death of an old associate—his former self—and that selfishness, pessimism, fear, worry, indecision, regretting the past, doubting the future, stewing about business, being irritable at home, envying the other fellow, slavery to false appetites and a whole lot of other things were buried with that old self. His new inheritance is unselfishness, optimism, fearlessness, contentment, decision, forgetting the past, dominion over business troubles, kindness and patience at home, freedom from false appetites and many other riches of like nature. With that inheritance he set out on an uncharted course, determined to quit thinking about himself, to forget the past and the future and to concentrate on today. With these thoughts and universal love to mankind he went out and took success by storm. His account of his work is full of meaning in the face of the present situation. Of this situation, he says: "Now, let's take a look at general conditions today. Just what has happened? The answer is very plain. It is simply this: THE GETTING HABIT has been rudely interrupted. Not a new experience for the 'GETTING HABIT.' It has been interrupted periodically down through the ages, and always will be. You simply cannot stabilize self interest. The GETTING HABIT is always in trouble because it never gets quite enough to satisfy it. Take the stock market crash for instance. The GETTING HABIT was responsible for that. Investors were not satisfied with a fair return on their investments. They were waiting to get more. The result was that self-interest expanded beyond its own limits and finally burst.

"This is not so with the 'GIVING HABIT.' This habit is never unhappy nor distressed because it hasn't anything to get . . . To me the GIVING HABIT simply means a good account of ourselves each day, in other words, giving instead of getting."

Mr. Young presents a number of instances in his own life after he had acquired his new "fortune" to prove that though the habit of giving good will, service and things of like nature, he prospered beyond his fondest expectations; and he also cites some instances of where the special gospel he is preaching and by which he is living, had helped those to whom he had given the lesson.

And concluding his splendid talk, he says: "May I suggest a plan that almost everyone can use to advantage? It is this—Get up in the morning and say: 'Thank God for what I have' instead of 'Please, God, give me a lot more.' Go out to *give* and not to *get* Don't engage in pessimistic talk. Forget yourself and think of the other fellow . . . Be a booster instead of a kicker. Be convinced that you live in the best town in the world and finally, enlist all your thinking in your favor instead of against you." And he closed with the quotation from Scripture: "Give and it shall be given unto you, good measure, pressed down and shaken together and running over."

Everyone who may have the privilege of reading Mr. Young's entire address, must himself feel that he, too, has "A Fortune to Share," and the thing for him to do is to get out and begin to share by *giving* himself to those who are in need, by holding steadfastly to right thinking, looking forward not only with hope, but with positive faith in the Eternal Plan that works for good in everything.

Heat Prostrations

WITH record-breaking heat temperatures, the following, prepared by Dr. Metz, chief surgeon, at the request of the Accident Prevention Bureau, is offered as first aid in cases of heat prostration. It should have an easily accessible place in the home where it may be reached in case of sudden seizure—and heat seizures are always sudden.

Heat prostration or sun-stroke is a condition where the heat regulation of the body has been disturbed. It occurs in people who may not be in good physical condition or in persons who are subjected to intense heat along with exertion.

To avoid heat prostration, people should take care to keep in as good a physical condition as possible, namely, by eating regularly of moderate amounts of food and drinking moderate amounts of cool water and to avoid over-exertion. Drinking of large amounts of iced drinks may help to precipitate an attack.

Avoid using alcoholic drinks.

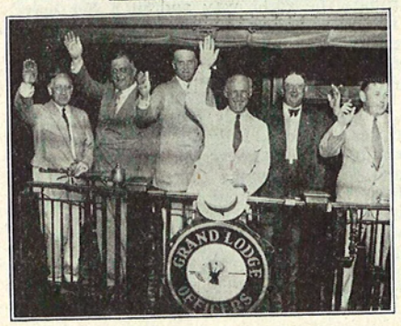
Early symptoms of impending heat prostration are dizziness, seeing of spots before the eyes, feeling of faintness and in some cases, abdominal cramps.

In most cases of heat prostration, there is a preliminary chill, which is followed by a rapid rise in temperature. While in the chill, patient should be protected by warm blankets and as temperature goes up, the heat of the body should be counteracted by the use of ice, which is best applied by putting cracked ice about the body until the temperature has been reduced to 101 degrees.

In cases of heat prostration, get the patient to a hospital or a doctor as promptly as possible.

(Signed) A. R. METZ, M.D.,
Chief Surgeon.

Please bear in mind that while the party overcome is still in a chilled condition heat should be applied at once and after the temperature rises or if it has already reached a high degree, ice packs should be used. In any event the party afflicted should be rushed to a hospital or a company doctor as Dr. Metz advises.



Elks Party to Seattle

ILLINOIS-IOWA B. P. O. Elks, enroute via The Milwaukee, to convention held in Seattle, July 6th to 8th, inclusive. Photo taken in Union Station, Chicago. Party stopped in Twin Cities for sightseeing; at Wakpala, S. D., for an Indian ceremony; took a two-and-one-half-day tour of Yellowstone Park through Gallatin Gateway; for sightseeing in Butte and Spokane. There were about one hundred and fifty in the party and they were conveyed by B. J. Schilling of the General Passenger Department, Chicago.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

Our Magazine

I hope you have taken note of the dressing up that our Magazine has been getting in the past few months. New features have been added and more will be as the Editor is able to arrange material that is needed, and that is the point I wish to make.

Getting in material of desirable character from all over a system as large as ours would require a large staff of assistants to the Editor, scattered about the railroad with special duties of that nature, unless some of us can undertake to help out in some of the ways to be specified.

Our Magazine is in its nineteenth year, and I think we can all agree that it has been a good Magazine, and that it has found a place in the affections of The Milwaukee Family. We have been <u>getting</u> something from it all these years, and not many of us have been <u>giving</u> it anything to speak of. Now it seems to me that if we try we can be of service in helping out by <u>giving</u> The Magazine something of interest occasionally, for its pages.

The Magazine has an able staff of division reporters who furnish local and personal news items, but not many of them are in position to supply the sort of reading material I have in mind.

We have in many localities along the line, spots of peculiar historical connection, old buildings and old landmarks with a history linked with the development of our territory, and traditions of early times that would make good stories for our pages, and when embellished with pictures, add very materially to the value of our periodical; while at the same time serving to make us better acquainted with our own sections of the country.

The work that is being carried on on the railroad is also good reading for us. In our Maintenance of Equipment and Maintenance of Way Departments there should be many things worth while telling. Machinery is always interesting to railroad folks and to know a little more about the machinery and methods that keep our locomotives, cars, tracks and bridges in condition would be a valuable addition to our knowledge of the industry in which we are engaged. Devices promoting the efficiency or the safety of men are always interesting material to tell about, and I am sure there is someone who can and will tell it well.

If we have ball teams among our personnel or other sport groups, news of this kind will help to make up a good Sports Page.

We have some good story writers, our Editor tells me, and I think a good story now and then, would be a pleasing diversion from technicalities.

I could go on indefinitely, enumerating ways in which we could help our Editor, but I think you will have grasped my idea that we ought to do more to assist in furnishing material that will be good reading for us all and have everyone know more about our railroad.

J. D. Gillick

Vice President.

Moving L. C. L. Freight by Motor Truck in Lieu of Trap Cars

THE march of progress has made it necessary to change many of the old familiar methods of handling less than carload freight. Where in the past the trap freight car (a box car used for movement of L. C. L. shipments between freight houses or industries and freight house within the same switching district) was the only means used for the handling of merchandise between freight stations, we are today employing the motor truck for this service, using the ordinary motor truck and the semi-trailer bodies. We find the semi-trailer bodies such as we are using at Chicago, Milwaukee, St. Paul and Minneapolis the most successful operation. The use of motor transport was brought about primarily by the desire to expedite the delivery of L. C. L. business and place us on a more favorable basis of competition with trucking concerns and other carriers. We have also found that moving this L. C. L. freight by motor truck is, in some instances, more economical than moving by trap freight car.

The handling by motor truck fits in very nicely at our larger stations where we have more than one receiving and delivery platform, also where we maintain regular forces at suburban stations. At Milwaukee, Wisconsin, as an example, we have six suburban stations. Trap cars were formerly made at each of the stations to break bulk at the main freight house at Second and Fowler Street. Fowler Street, in turn, would make daily trap cars to each of the suburban stations. This was a daily operation, about 400 trap cars being used per month in the service. All freight handled in trap cars was delayed 24 hours as compared to freight received and delivered at the main freight house. With the use of motors in this service, first, we opened our main freight house at 4:00 A. M. in order to unload and transfer local and suburban business to motor trucks or trailers for the various substations, which are moved to each station early in the morning enabling us to make a 24 hour faster delivery than heretofore.

All freight originating at the suburban stations, with the exception of several set out cars loaded direct to break bulk stations beyond Milwaukee, is moved at intervals during the day to Fowler Street freight house for consolidation into the complete loading schedule being made at that freight house, which is approximately 100 cars each day, to different destinations. Shipments received as late as 4:30 to 5:00 P. M. moved on the last pulls is loaded in freight cars forwarded the same day. By this method of handling all forwarded tonnage from the suburban stations is receiving 24 hours faster service than when formerly moved in trap cars to the Fowler Street freight house.

The same method of handling by semi-trailer motor transport is used in the Twin City Terminals, a considerable volume of L. C. L. tonnage being moved between St. Paul, Minneapolis, Twin City Transfer, Charles Street and Hennepin Avenue. Perishable tonnage offered for shipment at St. Paul is moved by freight car supplemented by motor truck to Minneapolis in order to load all perishable tonnage in one schedule of outbound cars instead of the old arrangement of a separate set of cars from each station. The consolidated perishable schedule saves the operation of 20 to 25 refrigerator cars per week, amounting to half a million car miles per year, and at the same time gives much better service due to the more complete and frequent service scheduled out of Minneapolis.

At the tri-cities, arrangements were made to handle by motor truck L. C. L. tonnage between Davenport and Rock Island, Moline and East Moline, in both directions, instead of by freight car. All tonnage offered at the latter stations is moved at convenient times during the day, last load at 4:30 P. M., to Davenport, where transfer is made to the complete outbound schedule of freight cars for forwarding the same day. All tonnage moving through Davenport, destined these stations, is transferred to motor trucks and reaches the different freight houses by 8:00 A. M. to 8:30 A. M., giving an expedited service as compared to the old arrangement of handling in trap freight cars. It formerly required over 200 trap cars per month to handle this business and considerable extra switch and transfer service.

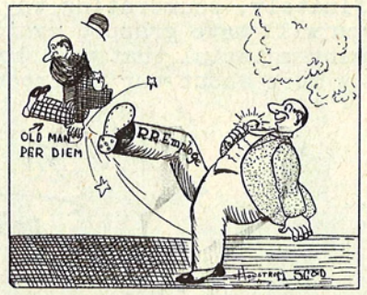
At Rockford, Illinois, by the use of motor truck service between Rockford and East Rockford, we are able to offer freight for delivery to the public at East Rockford at 7:15 A. M., as compared to a trap car movement where delivery was made at 11:00 A. M., also a full 24 hours' better service on all outbound shipments. It is interesting to note at Rockford that the route traveled by motor truck between the two stations is one and one-half miles consuming about ten minutes for the run, while the distance by rail is seven miles consuming one to one and one-half hours to make the trip.

In the city of Chicago we are moving a considerable volume of merchandise by motor truck from Cortland Street, Healy and Western Avenue direct to Union Street freight house. The last loads leave these stations at 5:00 P. M. for transfer and consolidation into the regular outbound Union Street freight car schedule, giving 24 hours faster service than heretofore. Merchandise is also trucked between our line and several connecting lines instead of moving in trap freight cars, giving more expedited service and avoiding the use of freight cars for that purpose and also some very expensive switching service.

Moving merchandise by motor truck between East Madison, Wisconsin, and Madison has proven very satisfactory, freight in all cases going forward from Madison on the day of receipt from consignors, placing us on a parity with the trucking concerns handling road haul business.

The motor truck is an important factor in moving the L. C. L. freight to a central consolidating point, where it can be classified and consolidated into one set of freight cars, avoiding the operation of many freight cars with extremely light tonnage.

It is within reason to picture in the future the movement of merchandise to central distribution points in full consolidated carloads and from these points distribute the tonnage to the destinations, receiving only a small amount each day by motor truck, thus co-ordinating rail service with motor truck service.



Mason City team defeated Mullen's the second time on July 15th, by the score of 12 to 3. Jack Haggerty pitched wonderful ball and had the plumbers eating out of his hand, having eight strikeouts. The hitting of Benda and Oswald of the Railroaders was the big issue of the game. Weidner, the hard-hitting first baseman, seems to have found his batting eye and crashed out a home run in the fifth inning. *The Milwaukee team is now in undisputed first place for the second season* and is tied with the Boat and Boiler Works for first place in the first season.

The Agricultural and Colonization Department

Diatomaceous Earth

To Powder Your Nose and Water-proof Your Cellar

WHO knows but what "my lady" may soon be powdering her nose with diatomaceous earth, hauled by The Milwaukee Road from deposits found in Washington. Of course, we would be sure that it had been refined and made into a pleasing kind of talc and sold in a nice little red box.

According to C. C. McCormick of the Agricultural Development and Colonization Department, there are millions of tons of this earth available. It is, of course, a decomposed microscopic algae. Besides talc, it is used for waterproofing cement, and as a non-conductor of heat and sound in building construction. It offers the opportunity of developing a new industry in Milwaukee territory that has unending possibilities.

A Reclamation Exhibit

Century of Progress to Picture Western Oases

IT has been estimated by various authorities that 100,000,000 people will visit the Century of Progress when it is held in Chicago in 1933. That is a lot of people. Of course they will expect to see the progress that has been made during the past 100 years.

One of the outstanding developments that has taken place in the United States during the past century has been that of reclaiming areas of desert and arid lands in the west. Prosperous farmers and thriving cities have come into being where utter wastes once ruled the plains. These man made oases are among our leading contributions to human progress during the century just closed.

Dr. Elwood Mead, director of reclamation for the United States government, has asked the Agricultural Development and Colonization Department of The Milwaukee Road, to assist him in designing a suitable exhibit for the Century of Progress, which will properly show the accomplishments of reclamation work. Our department has begun a study of such an exhibit, and will have a definite plan to offer soon.

Salt Cake in Washington

SALT cake, the common name for sodium sulphate, has been found in commercial amounts south and west of Neppel, Washington. C. C. McCormick of the Agricultural Development and Colonization Department, reports that there are 60,000 tons in this deposit located only a few miles from a branch line running from Neppel.

Salt cake now comes largely from Germany and California. It is used in the paper mills where heavy paper is manufactured, which is later made into cardboard containers, cartons, paper boxes, and various kinds of heavy wrappers.

In this deposit of salt cake, there is a possibility of also marketing 1,000 tons of Glaubers Salts, which is the crystalline form of sodium sulphate. Glaubers salts are used for medicinal purposes, and of course have a much higher relative commercial value than is the market value of salt cake.

Reports indicate that a ton of coal will be required to mine each six or eight tons of salt cake. To completely commercialize the deposit will require several years. A market for the products of the deposit is already in sight.

Water! Water! We Need Water!

Citizens In and Near Mobridge Talking Irrigation

THEY are talking irrigation out at Mobridge, South Dakota, so the local agent, Mr. F. C. Williams, reports. The farmers and city folk have requested information which will lead them to take the proper steps towards getting an irrigation project started with the idea of taking water from the Missouri River.

The Agricultural and Colonization Department has furnished the information requested. The next step is up to the local people, which no doubt will be taken soon.

Mr. Williams writes: "There are several thousand acres of rich bottom land along the Missouri River that can be irrigated here. We feel it can be as inexpensively irrigated as any other project in the country. It would make, out of a country where scarcely 40 farmers are making an existence now, homes for 500 to 1,000 prosperous farmers."

To Survey Musselshell Project

Outlook for Development of 7,000 Square Miles

THE farmers and ranchers in the Musselshell Valley are getting results towards uniting the efforts of all interested parties in the permanent development of their agricultural area. The latest step in that direction is the announcement that the United States Reclamation Bureau favors a survey of the valley and is willing to defray one-half of the expenses necessary.

E. H. Dole, president of the local Musselshell Association, is now busy raising $2,500 to match an equal amount from government sources, to assure the survey. That survey is to determine where and how it will be best to control and impound the waters of the upper Musselshell River, so that those waters can be used to best advantage by farmers and ranchers in the valley. The survey will also determine the cost of the irrigation project, the cost per acre and the number of acres irrigable.

The Milwaukee Road is co-operating in the development of this project. Our engineer, Mr. John Guinnot, an authority on irrigation, has been assigned to the project, to assist in any technical capacity, where his services are deemed to be of value. Members of the Agricultural and Colonization Department are also co-operating in an advisory capacity.

When this project is developed, as it now seems that it will be, it will consist of approximately 7,000 square miles. Between 50 and 60 thousand acres are now under ditch. At present this irrigable land is receiving from 50 per cent of the water supply needed, to none at all. The stream flow shows that there is sufficient water and adequate storage basins to amply supply the whole acreage with all the water needed.

Wisconsin Crew Party en Route to Poughkeepsie

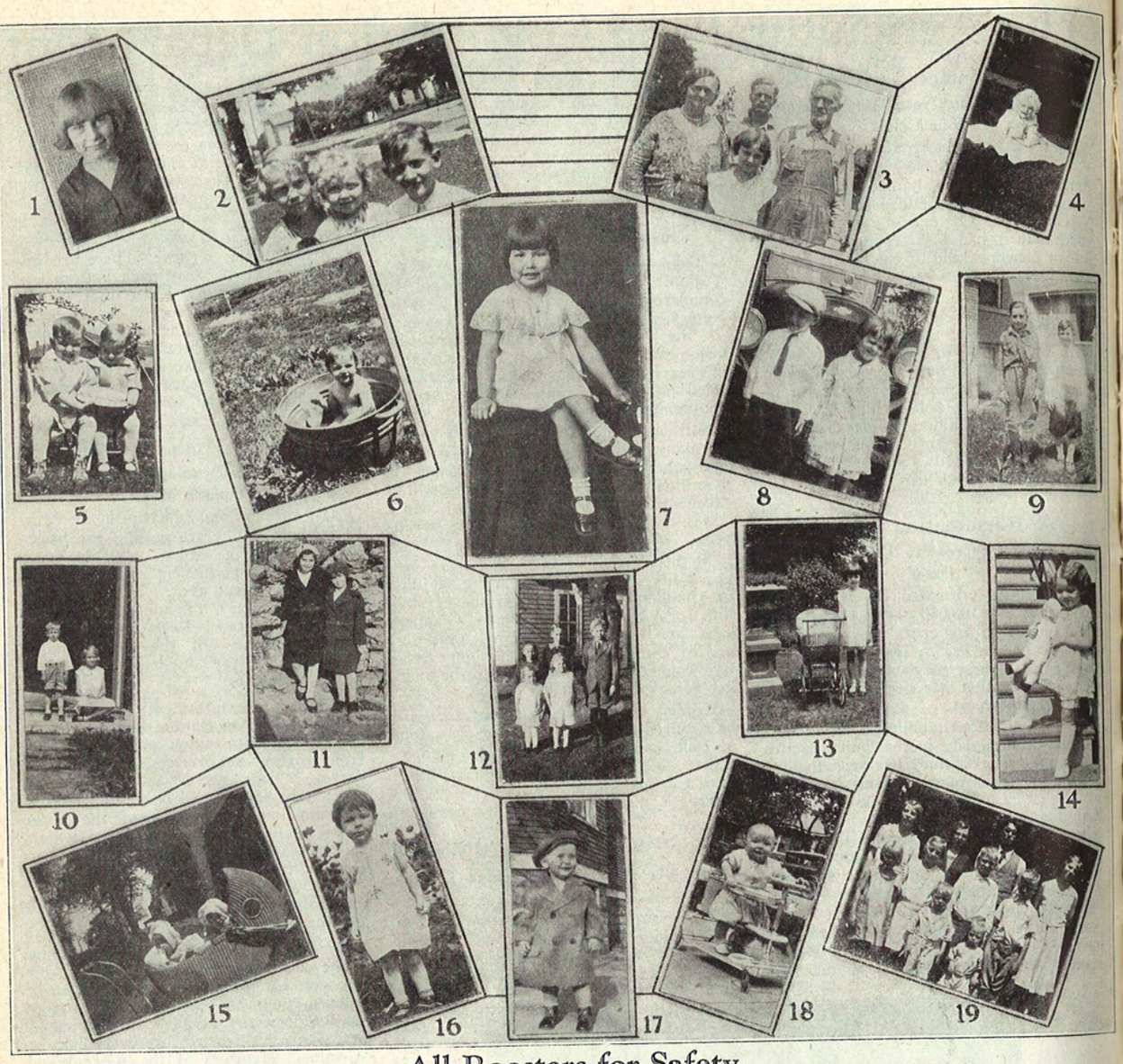
HERE is the University of Wisconsin crew en route to Poughkeepsie, N. Y., where they participated in the annual inter-collegiate regatta June 16. The picture was taken in the Union Station, Chicago, as the oarsmen and officials got out to stretch their muscles a bit between trains.

Top row, left to right: George W. Levis, business manager of athletics; C. H. Dahnke, city passenger agent; George E. Little, director of athletics; Oberdeck (Captain), Hovey, Zabel, George W. Murphy (Coach), Smedal, Woodward, Lumpkin; Zeratsky, senior commodore, and Dr. Baldwin, faculty representative. Bottom row, left to right: Dutton, Ihde, Miller, Silbernagel, Tessendorf.

Hauser Moves

Mason City to be New Headquarters

W. R. HAUSER, Agricultural Development Agent for The Milwaukee Road, will establish his headquarters in Mason City, Iowa, about August 10th. Mr. Hauser has been assigned the states of Iowa, Minnesota, and Missouri. He will be much more centrally located in the territory he is about to serve, when he is established at his new headquarters.



All Boosters for Safety

(1) Edith, daughter of Section Foreman Henry Klindt, Dixon, Iowa, who has been in service since 1910 and never had a reportable accident to himself or his men.

(2) Grandchildren of Mr. and Mrs. Robert Johnson—Victor Rickert, Verona and Verlane.

(3) Section Foreman Robert Johnson and Mrs. Johnson, Greeley, Iowa, with their son, Robert, and daughter, Ealine. Mr. Johnson has held this position 21 years and never had a reportable accident.

(4) Marilyn Louise, daughter of Machinist Chester Oswald, Bensenville. The first girl born in the Oswald family in 65 years.

(5) "The Pay Day Boys"—Vern H. and Gene E., sons of S. C. & D. Division Engineer Earl Hanson. Both boys were born on their dad's pay day and they are both likely to become Milwaukee Road engineers when they grow up.

(6) Lucille Mae, daughter of Section Foreman Henry Kammerman, Waucoma, Iowa. He has been in service since 1916, had one injury to himself, but none to his men.

(7) Muriel Lu, granddaughter of Section Foreman John Sheldon, Lyons, Iowa.

(8) Louis and Rena, children of Section Foreman Henry Kammerman.

(9) Marvin and Jack, sons of Chief Yard Clerk W. H. Balousek, Galewood, Ill.

(10) Children of Section Foreman E. Greinke, Iron Ridge, Wis.

(11) Evelyn and Muriel, daughters of Yard Conductor Carroll Bishop, Western Avenue Coach Yard.

(12) John, Angeline, Everdina, Tillie, Bertha, children of Section Foreman Case Vandyke, Rock Valley, Iowa.

(13) Marilyn Jean, Daughter of Western Weighing Inspector Abraham, Rockford, Ill.

(14) Audrey, daughter of Drill Press Operator David Armitage, Western Avenue Roundhouse, Chicago.

(15) Twin daughters of Section Foreman Raymond Miller, Sabula, Iowa.

(16, 17 and 18) Charlotte Ann Wood, John Beyer and Robert Walter Robison, grandchildren of Yard Clerk Wm. Robison, Kinzie Street Station, Chicago.

(19) Section Foreman L. McBride and family: Jennie, Mrs. McBride, Ida Pauline, Leona Maxine, Dorothy Virginia, Samuel Louis, Charles Arthur, Albert and Raymond.

"Hullo, old man. Where have you been?"

"Just got back from a camping trip."

"Roughing it, eh?"

"You bet! Why one day our portable dynamo went on the bum, and we had no hot water, heat, electric lights, ice or radio, for almost two hours."

It was little Willie's first ride in a railway train, and the succession of wonders had reduced him to a state of hysterical astonishment.

The train rounded a slight bend, and with a shriek of its whistle, plunged into a tunnel.

There were gasps of surprise from the corner where little Willie was kneeling.

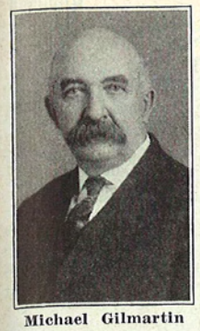
Suddenly the train rushed into broad daylight again, and a small voice was lifted in wonder.

"It's tomorrow!" gasped the small boy.

Life is not so short but that there is always time enough for courtesy.—Emerson.

Safety Records

(Continued from page 9)



Michael Gilmartin

Freight House back in 1868. But that was all.

He was warehouseman, switchman, yardmaster, brakeman and conductor continuously from then until the past winter, and for years worked with link and pin, hand brakes, all kinds of cars, over a railroad laid with light rail set in chair iron, through yards with insufficient or no clearances, in winter and summer—and some of the winter stories would make classics; some of the summer floods left the track hanging on the trees in adjacent woods, and during all this time he never received an injury except this one bruised finger. This is not the most remarkable part of it—in his seven years as yardmaster and over fifty as conductor, no man in a crew he was in charge of was ever injured. Still more remarkable is the fact that in his forty-two years as passenger conductor, handling heavy loads of passengers, under what today looks like impossible circumstances, he never had a passenger injured, except once a window fell on a lady's hand and once a child hurt its hand slightly on a coach door.

Michael Gilmartin is Irish-American. He was born in Tipperary, June 24, 1851. When he was a year old his father left the mother and six small children in Ireland and came to America. When, years later, he sent for them, they landed safely and were taken by the father to the home he had prepared in Burlington, Vermont.

A few years later they came to Prairie du Chien, Wis. By boat down the Ohio to St. Louis and again by boat to their destination. This became the family home until the parents passed on.

At the age of sixteen Mike took a boat to Minneapolis and got a job working in the freight house for C. W. Case, who was the first agent at Minneapolis. In 1868, the following year, he went to Calmar as combination warehouseman and switchman. A year later the I. & D. Division was completed to Charles City and business around Calmar became very heavy, so they appointed him yardmaster. He continued in this position for seven years. He was then placed in charge of a construction train for Roadmaster T. Ahern for two years, the last part of which Roadmaster Ahern had charge of the construction of the Benton cut-off—that part of the H. & D. Division between Minneapolis and Cologne, and Mike was Acting Roadmaster on the I. & M. Division.

He then went into service as a regular conductor. His first passenger service was in 1877 and 1879 between Austin and Mason City. From that time until his retirement he filled various assignments on the division in passenger service.

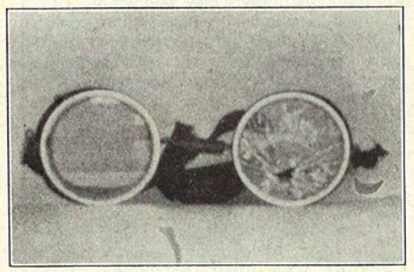
If you should happen to be on the street at Calmar and meet a man who typifies what a man should look like in the eve of a long life well spent—that man will be Mike Gilmartin. If you ask him how he feels, he will tell you that outside of being "a little hard of hearing," and the legs not working quite as well as they used to, he feels as well as he ever did. And, when he tells it to you, you'll know it's the truth, because Mike Gilmartin never told anything else.

Record of Extra Gangs on East H. & D. Division

ROADMASTER W. A. MOBERLY had an average of 136 men for 32 days relaying 50 miles of rail; and Roadmaster J. T. Loftus had an average of 543 men for 35 days, representing the gang of General Foreman Lou Guinn and Fred Mallas, ballasting approximately 60 miles, including the new rail laid by W. A. Moberly, this year, ballasting and putting in ties without a reportable or lost time injury.

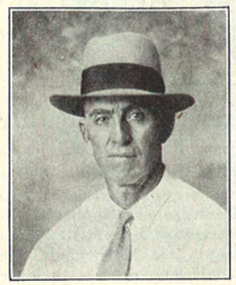
Wearing Goggles Saved His Eyes

ON May 2, 1931, two extra gang laborers working in the Galewood Yards, Chicago, were cutting bolts preparatory to laying new rail. Extra Gang Laborer Ingnazzio Larrocca was holding the track chisel while laborer Mariano Mangano struck it with a 12-pound sledge, a small piece breaking off of the sledge, flying with bullet-like force toward Larrocca, who was wearing a pair of safety goggles. The piece of steel struck the right goggle lens, shattering it as the accompanying picture shows.



Mr. Larrocca is very thankful for the rule which requires wearing of goggles when performing work dangerous to the eyes. Had he failed to comply with that rule, he unquestionably would have suffered a very severe eye injury.

This should be an object lesson to other employes and should be conclusive proof of the advisability of complying with the goggle safety rules.



Richard F. Kester

In Service Thirty-One Years—Only One Minor Injury

SECTION FOREMAN RICHARD F. KESTER, of Elk Point, has completed a very good safety record. Mr. Kester is working under Roadmaster G. W. Wean, and gives us the following information:

"I have been in the service of the Milwaukee Railroad since 1900 and during that time have had only one minor injury and no lost time. I try to practice Safety First each day and do my work in the safest way."

Fifty Years with a Clear Record

ON July 4th, last, Conductor William Henry Leahy, of the K. C. Division, signed up for the pension, retiring from service after having worked for The Milwaukee Road since 1881, fifty years, with an absolutely clear record.

Mr. Leahy is one of four brothers, all of whom have been in railroad train service, and he is the last one to retire. Patrick, the eldest, commenced service in 1863, on the section for the old Mineral Point Railroad. Tim (T. E. Leahy) began in 1870. I. E. Leahy, the third brother, started in 1875, and retired in 1920. They all started at the bottom and all became passenger conductors and as Mr. Leahy puts it—"not one of us was ever suspended for violation of any rule."

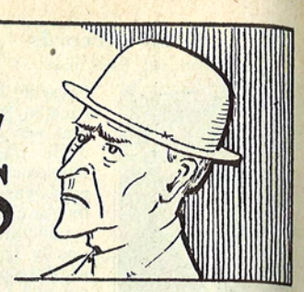
Car Department Safety Records—Southern District

SINCE March 1, 1929, a tabulated record has been kept of all injury cases occurring in the Southern District, and I am pleased to report that the following stations have not had a fatal, reportable, or lost time injury since date mentioned, year 1929:

Station	Car Foreman	Total Force	Date
Union Depot	J. Bihun	6 Men	3- 1-29
Union Street	Wm. Zuehlke	6 Men	3- 1-29
Western Avenue Freight Yards	Wm. Zuehlke	12 Men	3- 1-29
Bensenville	H. Hewing	72 Men	3- 1-29
Spaulding	C. J. Struve	5 Men	3- 1-29
Elgin	C. J. Struve	2 Men	3- 1-29
Nahant	F. A. Shoulty	20 Men	3- 1-29
Davenport	J. Cogshall	5 Men	3- 1-29
Ottumwa	C. Hanson	4 Men	3- 1-29
Bellevue	E. E. Cummings	2 Men	3- 1-29
Marquette	J. H. Fisher	12 Men	3- 1-29
Marion	L. A. Klumph	1 Man	3- 1-29
Cedar Rapids	L. A. Klumph	10 Men	3- 1-29
Perry	C. A. Trask	8 Men	3- 1-29
Manilla	T. P. Schmidt	1 Man	3- 1-29
Sioux Falls	R. J. Leming	6 Men	3- 1-29
Blue Island	Walter Rhode, Equipment Maintainer	2 Men	3- 1-29
Faithorn	Albert Duening, Equipment Maintainer	1 Man	3- 1-29
Delmar	Albert Duening, Equipment Maintainer	1 Man	3- 1-29
Humrick	R. B. Herst, Equipment Maintainer	2 Men	3- 1-29
Terre Haute	C. R. Patton	113 Men	3- 1-29
Kansas City	T. Murphy	6 Men	3- 6-29
Galewood Yard No. 2	A. Johannes	31 Men	3-17-29
Council Bluffs	T. P. Schmidt	28 Men	5-30-29
Division Street	Henry Kersten	13 Men	7-21-29
Dubuque	H. R. Jones	85 Men	8- 8-29
Rondout	E. G. Sawusch	3 Men	9- 6-29

Glad to report that there has not been any lost time, fatal, or reportable injuries in the Car Department of the Southern District at any station since April, this year, up to date.

SAID TO BE HUMOROUS



Train Order Rulin's
Than McCoal

"STUDYIN' the book of rules you are; well, now, that's a smart thing to be doin' for the examiner'll be on the division any day." The speaker was Brian O'Rourke, veteran switchtender in the lower yards, known and loved by his fellow workers as "The King," for it was Brian's boast that he could trace his lineage direct to the early Kings of Ireland, including the able warrior, Brian Boru.

The King had dropped into the yard clerk's shanty for a few pulls on his pipe and the transfer crew "on the spot" waiting for the waybills for the late meat, gave Brian their undivided attention for the twinkle in the old fellow's eye told them that a tale of the early days on the railroad was forthcoming.

"Well, sir," said The King, "I mind the day when I knew the rules from cover to cover. Of course, I still do; most of them anyhow. But it's knowing the reason them rules got in there that's interestin'. Some of them would give you a laugh and many would make you cry. For there's blood rules in that book. Lots of them were thought of after some poor cuss lost a leg or his life. Yes sir, boys, experience is a good teacher if you'll heed what happened to the fellow before you.

"But what I was going to tell was about the rule which says you mustn't make out train orders on a typewriter. Messages, of course, you can make out as you like, but train orders must be in your own handwritin'. 'Tis me that knows it. Sure, I was there when the idea for that rule was born.

"'Twas at Wabasha, it was, up on the River Division, along in the late '90s. I was brakin' on the C. V. for Con Kelly. We had a kid operator there nights and of an evenin' before I'd turn in, I'd drop into the ticket office where the wires were then, and have a visit with the lad.

"The boy's name was Caldwell, as I recall it; Joe Caldwell. A tall, ganglin' kid who came out from Ohio after the Chicago Fair. J. T. G. was dispatching' at St. Paul at the time and he gave the boy a job and sent him to Wabasha. A studious lad, he was. Always studyin' something or other. I lost track of him when I went West on construction, though I've often wondered what became of him. Likely he went steamboatin', for he told me many a time that he'd trade his chance of being president for a job as captain on a river boat. But I'm getting away from what I started to tell you.

"You see, Joe had bought a typewriter; on time, of course, for the blame things cost a pile of money in them days. Nights I'd dictate to Joe and he'd punch it out on his machine. I didn't dictate letters like they do in the general offices, but I'd read bits to him out of the St. Paul Globe and Joe would see how fast he could put it on paper.

"And nights when they weren't busy on the side wire, Joe would get the operators nearby to send to him so he could copy it on his 'mill' as they called them then. There were some fine boys on the River Division in those days—Ray Sizer and Walter Thiel, Manley Skewes, Harry Lutz and Gene Bowman and the lot. They liked Caldwell and when they had the time they were glad to accommodate him.

"Well, sir, he got so good that one night he took a train order direct to the typewriter. Them dispatchers went pretty fast in those days, too, but Joe kept up with him, for I was right in the office when he did it. It was an order for 56, the mail, and the lad was as proud as a peacock. He grinned from ear to ear as he yanked it out. It was a 31 order and he was all smiles as he clipped it to a clearance card and put a weight on top of it 'til 56 showed up.

"Murphy was on the mail that night. Jim it was. He stormed in, a bit grouchy; set his lamp down; reached for a pencil and picked up the flimsy. His eyes popped.

"'What the h— is this?' says Jim.

"'What the h— do you think it is?' says Joe.

"'Who the h— wrote this?' says Jim.

"'Who the h— do you think did?' says Joe.

"'Well,' says Jim, 'there's nothing on here to show you wrote it, and I'll not run on any order unless the man who wrote it is goin' to be responsible for it! Why didn't you write it with a stylus?' says he.

"'Why should I?' says Joe. 'I paid d— near a hundred dollars for that typewriter and you'll take that order or leave it.'

"'Well,' says Jim, 'there's nothin' in the book that says we'll run on typewritten orders.'

"'And' says Joe, 'there's nothin' in the book that says I can't write them that way.'

"Now, all this took place while the mail was standin' and ready to go. Frank Dunn was on the head end and he'd taken coal and pulled up for water and gettin' anxious, for they'd been there nearly 15 minutes when he came back to the station to see what was goin' on.

"'Well, sir,' says Murphy to Caldwell, 'You'll hear about this. If Dunn will run on this, I'll sign for it, but this ain't the last of it by a long shot.' And with that he handed the order to Ryan.

"'By dad,' says Dunn, 'that's the first order that I could read since I've been runnin' passenger; them machines are great for sure.'

"With that he heads for the cab, calls in his flag and off they go for Winona, but, mind you, 12 minutes late.

"That wasn't the last of it, either. The dispatcher wanted to know what 56 was doing at Wabasha so long and Joe told him Murphy was beefing about the way he wrote up the orders. D. L. Bush was the super at Minneapolis then. He called Murphy and Caldwell onto the carpet and he raised h—, mostly, of course, for delayin' the train. He told them he had a mind to fire the two of them and it's a wonder he didn't, for he said they were a couple of 'bull heads' and the next time either of them started an argument somebody had better give in before any trains were delayed.

"They both went back to their jobs and that was the end of that, but with the next issue of the book there was a rule that forbids using typewriters for makin' out train orders."

The arrival of the waybills terminates the King's dissertation on the book of rules.

"King" may be interested to know that "Joe" has remained on the railroad job and now occupies the position of assistant general passenger agent.—Editor.

MOGUL MIKE SAYS

Some folks think they are getting cheaper and more convenient transportation by using trucks, but I'm tellin' you that if enough people used these highway carriers, the convenience would disappear and the cost would be kited sky high.

What I mean is this:
As one train can haul as much tonnage as would fill more than 500 five-ton trucks, the railroads can move the country's *entire* traffic more cheaply than the trucks. But if most of the high-class tonnage should be taken from the rails, what's left would not pay expenses at present rates.

Then, if the railroads should be forced to quit on account of this loss of business, the country would be faced, first of all, with the inability of trucks to do the whole job (including the movement of farm products, meats, fruits, coal, lumber, etc.) and also with greatly increased cost of transporting what traffic the trucks could move.

Besides, the effect of rail rates in keeping down truck rates would be lost—and who knows what would happen?

I'm thinking that more of the public will realize this sooner or later and will protect their own interests by supporting the railroads with their patronage and good will.

ONE FOR VIRGINIA

"I want a ticket for Virginia," said Mose to the ticket agent.

"What part of Virginia?"

"All of her," Mose replied. "Dat's her watching my suitcase."

Hard times are those in which people pay for the highways they built in good times.

Americanism: Investing our savings in shares of big industries; passing laws to keep big industries from making too much money.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Mrs. S. V. German, President, Mason City Chapter

Mrs. R. Beckman, President, Black Hills Chapter

Mrs. D. C. Caldwell and Daughters. Mrs. Caldwell is President of Murdo Chapter.

Seven Years of Service

WITH the celebration of the seventh birthday of the Milwaukee Railroad Women's Club, we pause to look backward, and in our reminiscences we see the accomplishments of many of our aims and hopes. Step by step many of the dreams of the pioneer group of twenty-seven women who gathered together at the call of Mrs. Byram and Mrs. Kendall have become realizations. Sad thoughts are mingled with the bright thoughts, however, for since that time we have through death lost many of our most earnest workers and best friends, among them Mrs. E. G. Hayden, Mrs. W. B. Dixon and Mrs. Heman H. Field, all members of the small group of women who aided in the organization of the Women's Club, and Mrs. E. G. Woodward, who served as president of our Kansas City Chapter; Mrs. W. M. Thurber, who organized the Dubuque Chapter and served as its president; also president of the Savanna Chapter, and Mrs. F. P. Sutherland, president of the Bensenville Chapter, all of whom were most loyal and ardent in their support of the club, and responsible for much of its success. We shall always have the happiest memories of our association with them.

The first meeting was held in Chicago on July 27, 1924, and at that time the Milwaukee Railroad Women's Club was dedicated to the service of Milwaukee Railroad employes and their families. Chapters were later organized at division points and other places on the railroad—11 during the year 1924, 26 during 1925, 7 during 1926, and 5 during 1927. Auxiliaries of chapters have also been formed in towns adjacent to division points. Out of the small group of 27 women who met together on July 27, 1924, the membership grew to a total of 13,531 at the close of the year 1929, but due to the labor situation and conditions resulting therefrom there was a loss in membership during the year 1930, the total at the close of that year being 12,854. Renewal and new memberships, as a result of the splendid co-operation we have received from the men of the railroad, have so far this year exceeded our expectations, our records indicating a paid-up membership on June 30, the close of the first quarter of the new year, of 6,400, with reports from many of the chapters not yet received.

Since its establishment the Women's Club has expended for relief, cheer, benefit and comfort of employes of the railroad and their families approximately $86,000.00, made 71,000 calls on the sick and distressed, and sent 10,600 messages of sympathy and cheer. Articles of food, clothing, etc., donated to the club by members and friends, the estimated value of which would be several thousands of dollars, not requiring an expenditure from club funds, have been distributed, and aid has been given in numerous ways that cannot be accounted for in dollars and cents. Circulating libraries for the use of members, the books in which are sent from one chapter to another, have been established, there being approximately 3,500 books the property of the club at this time. Through its various money-making activities the club has cleared about $89,400.00 and had in its combined treasuries on June 30 last $26,500.00. From the fund of the General Governing Board, which has been built up principally with donations received from individuals and anual donations from the railroad company, has been forwarded to local chapters for relief work which they were unable to finance through their own treasuries a total amount of $16,012.31.

We are proud of our record and feel that it is due not to the effort of any particular person or persons, but to every member of every chapter, and to the splendid co-operation we have had from the employes of the railroad, for in the words of Kipling:

"It ain't the individual,
Nor the army as a whole,
But the everlasting team work
Of every bloomin' soul."

We wish to take this opportunity of thanking each and every person who has assisted in making possible the work of the Women's Club, and to solicit their further aid and support, so that we may have "A Bigger, Better and Busier Club," than we have ever had. It is our sincere desire to extend aid in every way that we possibly can to those who may need us, and we need the co-operation of every one of you. If you or the eligible members of your family are not members of the club, won't you join now? Your dues will help buy food and supply other necessities for someone.

ETTA N. LINDSKOG,
Secretary General.

Kansas City Chapter

Mrs. Watson, Historian

KANSAS CITY CHAPTER met June 4th, at the home of Mrs. E. C. Morrison, president.

Mrs. Gus Westman, relief chairman, reported the three children, who have been cared for at the Mennonite Home, would be sent home for the summer.

Luncheon was served after the meeting and a pleasant afternoon was spent at bridge.

This meeting brings our activities to a close for the summer.

Mrs. L. P. Gibson has been ill for the past month, but now is rapidly improving.

Engineer E. S. Cunningham passed away May 18th, after seven months' illness. Mr. Cunningham was 73 years old and had spent 59 successful years in the employ of the C. M. St. P. & P. Railroad.

Conductor William C. Stewart passed away June 8th. Mr. Stewart was 54 years old and had been a very successful railroad man.

The club extends most sincere sympathy to Mrs. Cunningham and family and Mrs. Stewart and family.

Tomah Chapter

Mrs. George Bernett, Historian

TOMAH CHAPTER met June 3rd, with vice-president, Mrs. C. W. Weiss, presiding. Very interesting reports were given by the various chairmen.

The food sale was a great success as all members responded very cheerfully. We thank you very kindly for your co-operation.

The membership committee put on a drive last month, which surpassed all expectations.

Our annual picnic was planned for June 8th, at the tourist camp. A great many prizes were awarded for different stunts.

Our meetings are to be discontinued until the first Wednesday in September.

The meeting was turned over to the entertainment committee. The program was a great success and very much enjoyed.

Mobridge Chapter

Bess B. Bunker, Historian

MOBRIDGE CHAPTER met in regular session on the evening of May 25th, in the club rooms, with Mrs. Schneider, president, presiding.

The regular business of the club was transacted. Reports from the various committees were read and accepted, and letters and communications from other sources were read. The resignations of Mrs. Mildred Richardson, corresponding secretary, and Mrs. Leonard Clark, chairman of the Sunshine committee, were read and accepted, these vacancies to be filled at a later date.

After the business was disposed of, a program, given by a group of young ladies, was greatly enjoyed by the members.

Piano Solo .....Eileen Stock
Humorous Reading .....Imogene Burns
Vocal Solo .....Betty Conger

Accompanist, Geraldine Griffen

Refreshments were served by Mmes. Moran, Schneider and Swanton.

Spokane Chapter

Mrs. Edw. A. Breeden, Historian

OUR May meeting was held in Othello. About thirty ladies from Spokane made the trip. A lovely luncheon was served by the members at Othello. Our regular business meeting was held and cards and calls made for the remainder of the afternoon.

Our social evening was held in our club rooms. Over a hundred families enjoyed a pot luck supper. The evening was spent in playing bridge and pinochle.

Our June meeting was held with the Malden members. About twenty-five ladies drove over and attended a lovely luncheon served by the ladies of Malden. After luncheon our regular business meeting was held. A program was given and a lovely time had by all.

We feel these contacts with our out-of-town members are bringing us closer together and we are proud of the work we are doing and it is getting us members every month.

Terre Haute Chapter

Mrs. Harold Patton, Historian

THE June meeting of the Terre Haute Chapter was held on Thursday evening, the 18th, at Deming Park, and was preceded by a picnic supper, which was attended by about 70 employes and their families. The delicious supper was served at 6 P. M., and it is needless to say that full justice was done to it by everyone.

The regular business meeting followed and was presided over by Mrs. Valentine with all committees reporting. It was with great regret that the resignation of Mrs. Bowen, treasurer, was read at this meeting, as Mr. Bowen was transferred to Savanna, Ill., the first of July. They will be greatly missed, as they have always been very interested in the club since their arrival here a few years ago. However, we all wish them the best of success in their new location. Mrs. F. L. Hedrick has been elected to succeed Mrs. Bowen.

This was the last meeting for the summer, only the various committees making their regular monthly reports.

While the women were holding their meeting, the men were enjoying baseball and horse shoe. And we will tell anyone they pitch a mean ball and throw a wicked horse shoe. They are now open for all engagements.

On Saturday evening, June 27th, the club entertained with a supper in compliment to Mr. and Mrs. Bowen. Two long tables were placed under the trees in the yard at the club house. The supper was excellent and was enjoyed by everyone. Following it, Mrs. Valentine presented Mrs. Bowen with a beautiful party bag and handkerchief as remembrance of the club. Complimentary talks were given by Mr. and Mrs. Valentine, and were graciously responded to by Mr. and Mrs. Bowen. We also had the pleasure of having Miss Doris Grigsby entertain us again with a few of her character readings, which were very much enjoyed. The rest of the evening was spent in singing, everyone joining in. Since we discovered we can sing, it seems nothing can stop us.

Tacoma Chapter

Mrs. Charles M. Slightam, Historian

OUR chapter met for a picnic at Lincoln Park on June 29th, and a goodly crowd attended. A delicious picnic lunch was served and after the men departed, the president called the meeting to order.

We were honored by two out-of-town guests, Mrs. M. S. Harmon, wife of Dr. M. S. Harmon, of Mobridge, South Dakota, who is well known on the Coast, having lived in Seattle for several years. Also Mrs. Wade Stewart, of Los Angeles, who is the sister and house guest of Mrs. Loomis. We welcomed two new members, Mrs. Art Benson, of Noble, and Mrs. Gardanier, of Cle Elum.

Mrs. Schmidt, chairman of the Sunshine committee, whose sunny smile is always welcome in the sick room, reported that thirteen personal calls had been made, thirteen telephone calls and thirteen cards mailed. There are only five of our Milwaukee men in the hospital at the present time, and we hope that they are well on their way to recovery. They are: Jess Berlesson, Oscar Stabboldt, Joe Crossman, E. L. Swalley, and Loren Lee.

Our July meeting will be in the form of a picnic luncheon at the lake home of Mrs. George Pyette and she being such a delightful hostess, we are all anticipating a good time.

Union Station Chapter

Miss Vera G. Snapp, Historian

THE Fifth Annual Gallatin Gateway Ball, held at the Medinah Athletic Club, on May 22, was very well attended and netted a good profit to the welfare funds of the two Chicago Chapters.

On Saturday afternoon, June 13th, Union Station and Fullerton Avenue Chapters were invited to a picnic at the home of Mrs. Grant Williams, in Edgebrook. Rain put a stop to outdoor sports, but did not dampen the spirits of the singers and the card players.

Our club room boasts of a new radio, which was purchased with money raised by our house and purchasing chairman for that purpose.

Business meetings, which have been dispensed with during the vacation period, will be resumed in the fall, and plans are already being made for the first meeting.

Fullerton Avenue Chapter

Marie Nixon, Historian

ON Saturday afternoon, June 13th, the regular monthly meeting was dispensed with and an outing was held at the home of Mrs. Grant Williams in Edgebrook, Ill. As the weather was unpleasant, luncheon was served indoors and the rest of the afternoon spent playing bridge. Everyone had a most enjoyable time and the club wishes to thank Mrs. Williams for her kind hospitality.

The annual Gallatin Gateway Dance, given jointly with the Union Station Chapter, was held at the Medinah Athletic Club on May 22nd. Bridge was played on the balcony and a crystal necklace was given as a door prize. Miss Esther Boorchart, of the Car Accountant's Office, being the lucky one.

There will be no meetings during July, August and September.

Mrs. Theo. Munsch, Miriam Beverley and Donald, Wife and Children of Agent Theo. Munsch, Agent, Gayville, S. D.

Milwaukee Chapter

Mrs. James D. Thurber, Historian

MILWAUKEE CHAPTER met June 15th. The meeting was well attended in spite of rain. Our regular monthly meetings will be dispensed with during July and August. Our Welfare chairman, Mrs. Graf, has been ill and Mrs. Cary, our president, has handled this work. At present we are taking care of nine cases.

After the business meeting Mrs. Deards, our Program chairman, furnished a program: Miss L. Weiss gave a recitation; Howard Weiss and his orchestra, "The Cloud Busters," rendered several selections. Mrs. Armstrong and her committee served refreshments.

Milwaukee Chapter has planted two trees in the park opposite the depot—one in honor of the 200th birthday of George Washington, and the other in honor of Mrs. Lydia T. Byram, founder of the Milwaukee Railroad Women's Club. Dedication exercises were held June 23rd, and tablets were placed on the trees.

Ottumwa Chapter

Mrs. Perry Grubbs, Historian

JUNE 13th a one o'clock luncheon was held in the club room in honor of Mrs. Nee, our president, who is leaving to make her home in Spokane, Washington. She was presented a gift from the club. Our meeting was called to order and Mrs. Sowder was elected president for the remainder of the year. All committees gave reports on work done. Our Sunshine chairman gave a report on cards sent to the sick and good cheer done.

Our Welfare worker gave a report on needy families given financial aid.

The Ways and Means committee gave an excellent report on the benefit dance given and also on the bake sale.

Although our card party has been postponed, we have planned a big picnic on the nineteenth of July for all members and their families.

Our next meeting will be held in September.

Tomah Chapter

Mrs. George Bernett, Historian

OUR annual picnic was held Sunday, June 28th. The attendance was smaller than in previous years, but a very good time was had by all present.

We are very sorry to report the death of one of our fellow workmen, George Gilbert. He has been in poor health since some time in December, when he suffered an attack of pneumonia. He leaves to mourn his loss a wife and five small children.

The club extends sympathy to the bereaved family.

Portage Chapter

Mrs. F. P. Miller, Historian

PORTAGE CHAPTER, on June 6th, held its annual picnic. A large crowd of members and their families came with well filled baskets. Supper was served at 6 o'clock. The club furnished ice cream, coffee, lemonade, and cigars to the men.

Races of all kinds were held, also a ball game. Everyone had a jolly good time.

Mr. and Mrs. D. Brown, of La Crosse, attended.

Portage Chapter sponsored a movie in June.

Portage Chapter has now taken a recess until September 1st.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

ON Monday afternoon, May 25th, a meeting of the executive board was held at the club house. Letters from the General Governing Board were read and discussed, and matters pertaining to local welfare work were brought before the board. Mrs. E. F. Stockum, representing the Wausau Federated Charities, talked of local conditions. It was voted to empower the president and Sunshine committee of the local chapter of the railroad club to use their discretion in regard to sending flowers in case of death in the homes of railroad people not members of the club.

At the public card party, given at the club house Tuesday evening, May 26th, eleven tables were in play. Favors for high scores at bridge were won by Mrs. Harold Pophal, Mrs. A. A. King and Leo Ziebell, and at five hundred by Mrs. D. O. Daniels, Mrs. T. H. Builer, and Ray Gavitt. H. L. Vachreau was the lucky winner of the five dollar gold piece raffled that evening. Upwards of forty dollars was realized from the sale of "chances."

The Wausau Chapter was pleased to receive a fine gavel donated by Mrs. A. W. Warner. Mrs. Harry Norenberg, of Tomahawk, one of the excellent cake makers of the chapter, presented the club with a delicious and artistically decorated cake at the regular meeting, May 12th. Over three dollars was realized from the "chances" sold, and the fortunate winner was Mrs. M. E. Millard.

The annual "outing" of the Wausau Chapter was held at the club house Tuesday afternoon, June 9th. The many members of the chapter who enjoy picnics at Marathon Park wished that it wouldn't rain "no more" and wisely abandoned outside activities that day. During a brief business meeting held at the club house, reports were given. It was voted to accept the invitation of the Minocqua members of the chapter to hold the September meeting in that town. The proceeds of the luncheon are to be donated to the welfare fund. During the card playing which followed, favors in bridge were won by Mrs. Felix Slomske and Mrs. Frank Schelfaut, and in five hundred by Mrs. Isadore Livernash and Mrs. William McEwen. Ice cream was furnished by the club, and later a number of the members remained for an indoor picnic. The chapter has adjourned for the summer.

The chapter has added a substantial sum to the welfare fund by the sale of jello and extracts. It is desired that anyone in need of extracts apply to Mrs. Leo Ziebell, chairman of the Ways and Means committee.

A very excellent and worthwhile suggestion along practical lines was made at the board meeting May 25th, by Mrs. J. E. Dexter. She proposed that the chapter practice conservation by canning tomatoes, rhubarb and other products, which sometimes go to waste in Wausau, and give these to needy families during the winter. It would seem wise in these times to conserve food of that sort.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

THE second of a series of get-together parties for the members of the Milwaukee families included new-comers to the affair. Dancing and cards occupied the hours until lunch time. Mrs. Zane Jenkins was chairman of the party, which was attended by a large crowd. Prizes were given for high scores at cards.

The club voted to send Mrs. John Bell as a delegate to the luncheons and meetings of the City Federation of Women's Clubs of this city. Mrs. Bell presented her report of the meeting to the last meeting of the club.

A bake sale was held about June 20th, in one of the downtown stores. Mrs. Jenkins was chairman of this sale.

The Sunshine committee continues to be active, taking care of the families as the occasion comes up. Several personal and telephone calls were made by the committee this month.

Murdo, S. D., Chapter

Mrs. D. I. Caldwell, President

WE have a very "live" club out here, but at present are taking a two months' recess, meeting again, regularly, in September, commencing with our annual pot-luck supper. We have some interesting social evenings, and often serve lunch to Safety First meetings. We do different things to make money, and we have taken care of several worthy cases, such as hospital care, deaths, and unemployment.

Mason City Chapter

Mrs. J. A. Nelson, Historian

MASON CITY CHAPTER held its annual picnic at East Park, June 27th, all attending took sandwiches and one "covered dish" and supper was served to all. Games, races, etc., were enjoyed.

On June 23rd, our president, Mrs. S. V. German, submitted to a major operation at the Mercy Hospital and at the present writing we are glad to report that she is recovering nicely.

Monday, July 6th, the Milwaukee family were saddened at the sudden death of Mark J. Ramsey, trick dispatcher. The Women's Club wishes to extend its deepest sympathy to Mrs. Ramsey and family at this time. Mrs. Ramsey is vice-president of Mason City Chapter and has always been a devoted and willing worker and a faithful member.

This closes the chapter's meetings until September.

Black Hills Chapter

Mrs. Thos. Hickson, Historian

AFTER a very busy session for the first three months of the year, the Black Hills Chapter has taken a recess until September. We have our membership up higher than it has ever been before, so it seems that the business depression does not affect the membership if you just go after them. We sincerely hope to be a hundred per cent this year.

We held a very enjoyable party June 5th, with seventy members present. Our Ways and Means chairman is on the job also, as we are having something each month to raise funds and have a goodly amount on hand to start with should an emergency arise.

We are happy to say that we have had no welfare work to do and hope that we will not have any, but should there be a case that anyone knows of, don't fail to let us know, and we will give it prompt attention.

We. however, find quite a little sunshine work to do each month.

Our social chairman promised us a picnic in July. This is an annual affair with us and needless to say, we always have a good time.

Fifty-five Years of Service

ON June 1, 1931, George E. Cessford, of Tacoma, Washington, completed fifty-five years in the service of the Chicago, Milwaukee, St. Paul and Pacific Railroad. The above photo was recently taken of Mr. Cessford, together with his son, Harry, and granddaughter, Patricia.

Mr. Cessford is a native of Iowa. As a youngster he was naturally inclined toward mechanics, and in 1876 he went to Milwaukee, where he entered the service he has served so well, as an apprentice boy in the old Humboldt Avenue shops, under Master Mechanic Lowry and General Foreman N. S. Kimball. In those days an apprentice boy's duties were not confined strictly to the particular line connected with the trade, in fact he was supposed to do anything and everything. It is quite a treat to hear George tell stories of those early days, and he is always sure of an appreciative audience when he tunes in on them. When he finished his trade, which was in the late 70's, he received from Mr. Lowry, a letter, and this letter he still has in his possession and considers it one of his greatest treasures. In 1880 he went to the Minneapolis shops, where he worked at the trade of machinist. From there he went to Oxford Junction, Iowa, and we might mention that it was at this point that romance entered George's life, for it was here that he met and married the woman that has stuck by him through thick and thin ever since; and in only a few more years they will celebrate their golden anniversary. He remained at Oxford Junction until 1890, when he was promoted to the position of gang foreman at Minneapolis, where he remained until 1900, when he was sent to Calmar, Iowa, as roundhouse foreman. After eight months at Calmar he was transferred to Mitchell, S. D., where he remained as roundhouse foreman until the opening of the western extension, and when it came to the picking of a practical man to take charge of construction repairs at the front, Mr. Cessford was the man chosen. In 1908 he was stationed at Plummer, Idaho, where he remained until May, 1909, when he was sent to Tacoma, where the shops were undergoing construction, to supervise the installation of machinery and equipment, the shops being put into operation in 1910. In April, 1911, he was made master mechanic, with headquarters at Miles City, Montana, a position he held until November, 1912, when he was transferred to Deer Lodge as master mechanic. At Deer Lodge he remained until 1917, when he was transferred back to Tacoma, where he is still located.

Mr. Cessford holds the distinction of being the oldest employe in point of service on the Puget Sound extension, and in spite of his many years of service, he is far from an old man, and is on the job every day.

OUR LITTLE FOLK

Fireflies

LITTLE star-like creatures,
Flashing through the night.
Here they are, now they're gone,
In and out of sight.

Lighting up the darkness,
Filling all the camps,
Just like tiny flashlights,
Little, sparkling lamps.

ANSWER TO PROVERB PUZZLE:

A bird in the hand is worth two in the bush.

The Big Adventure
Part 2

LAST month we had Dick and Bill going on a camping trip by themselves. Just as the darkness was getting thick they made up their bed and lay down for the night. They hadn't been there long when they heard men's voices talking about something they wanted to hide and come back for later. The boys listened to the men and came to the conclusion that they were thieves, and decided they would get the loot early in the morning and take it home and then return to catch the robbers.

And so the story continues:

Dick agreed and they settled down to fall asleep. Neither said any more but both were too full of excitement to sleep. In the morning they were up with the sun and forgetting all about breakfast, they began to search for the stolen goods. It wasn't hard to find and Bill muttered: "If I had been doing it I could have done a better job of hiding this stuff." What they found was a heavy box about a foot on each side. They tried to open it but found it was locked. Without waiting to eat, they gathered up their blankets and food, wrapped the box in the blankets and started out for home. They took turns carrying the box and went faster and faster until at the edge of the woods both were ready to drop, but neither would complain first of being tired.

They decided on Bill's house as the first place to break the news and they arrived there just at breakfast time. The folks were much surprised and fired questions at the boys. After the story had been told, Bill said: "Now let's tell the police, dad, and let them take us there day after tomorrow and catch them."

"And let's break open the box and see what's in it," suggested Dick.

"No, boys, neither of those things is what we should do. Let's keep the whole thing a secret, catch the robbers ourselves and then turn the box, unopened, over to the police."

The novelty of this idea appealed to the boys and they shouted: "Sure, let's do it all ourselves."

After the story had been told to Dick's family, the boys put the box away and planned together just how they would catch the thieves. They wouldn't go out to play with the gang but preferred to stay by themselves and talk about their big adventure.

The next day came with much anticipation on the part of the boys. They were surprised to find that no one had reported anything stolen, but their mothers destroyed their suspicions, if they were suspicious, by saying that they probably just hadn't heard about it. About an hour before sunset, the boys and their fathers drove to the woods, parked their car in a secluded place, hurried to the scene of the impending capture and hid themselves behind the bushes. They had refused to allow their mothers to come along saying: "We don't want any girls along to spoil our chances of catching those men."

Sunset came and passed, dusk came and passed, and finally it was night and no sign of the robbers. Bill would have stayed on all night waiting for them but the fathers persuaded him that the men either came early and found that they had been discovered or else they had already been captured. Finally they started home—two disappointed boys. "But we can open the box now, can't we, dad?"

"Yes, we'll do that when we get home."

The lock on the box was hammered and pried, and finally reluctantly gave way. The boys were so excited they could hardly lift the cover. After a minute they did open it, then slowly lifted the lid—to find—NOTHING. The boys looked at each other and then at their folks, bewildered.

"Well, it is a good thing we didn't tell the police. It looks like a joke to me," said Dick's father solemnly.

"Oh, no, it wasn't a joke," Dick responded quickly, "Those were real live robbers."

"Maybe they were real robbers and maybe they weren't," said Bill slowly, smiling, after several minutes of deep thought, "but whichever they were, I bet dad knows a little more about them than we do."

Dear Little Folks:

Your letters are ever so interesting, Little Folks. Thank you, Louise Mc, Jean C., Ann R., Mary G., and all the rest of you who have written to Aunt Betty. I want to hear from some more of you.

And now what I want to tell you is this—I am going to have a snapshot page in the October Magazine so send snapshots of yourselves and your pets. There is plenty of time to have your daddy take one of you because you have until September 10th to get them to me. Don't forget now—send me a snapshot!

How do you like the crossword puzzle? Let me know how much of it you filled in correctly.

Remember the snapshot page.

AUNT BETTY.

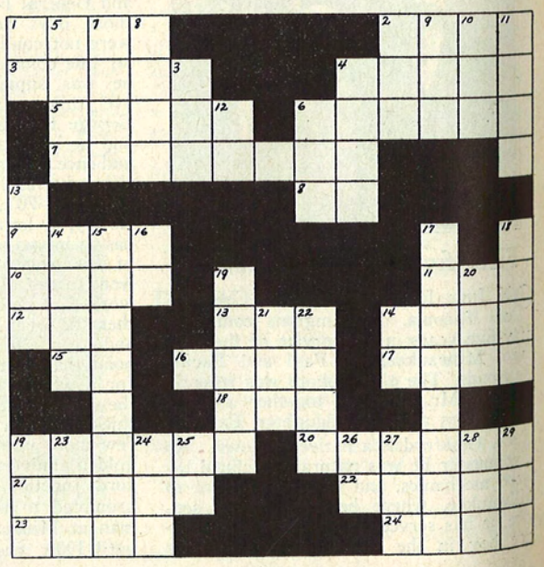
The Puzzle

VERTICAL

1. Abbreviation for mountain.
2. Sack.
3. What lawyers study.
4. What does ice do in warm weather?
5. Drawing, painting, writing, etc.
6. The first name of the leader of the Forty Thieves.
7. Comes up after sunset.
8. Lower than soprano.
9. Not two.
10. A girl's name.
11. What the sun does to you.
12. Abbreviation for pound.
13. To win.
14. A measurement for land.
15. What we are before we grow up.
16. Pronoun for a man.
17. A winter sport.
18. Nickname for Elizabeth.
19. One little piece of grass.
20. What you call your doctor.
21. Second person of "to be."
22. On the ground each morning (plural).
23. Nickname for Olaf.
24. Boy's name.
25. Hundred pounds.
26. Like.
27. For the fireplace fire.
28. The last thing anyone can do.
29. A drink for warm weather.

HORIZONTAL

1. What do you call your mother?
2. What kind of a toy do you play with in water?
3. To drag your fish line in water.
4. A negro mammy's name.
5. The sum.
6. A sea on which Greece borders.
7. A winter weapon.
8. What do you call something when you don't know its name?
9. Everyone.
10. What you do after playing too hard all day.
11. A kind of poetry.
12. Prefix meaning three.
13. Boy.
14. A heavy, high shoe.
15. A nickname.
16. Without covering.
17. What do mosquito bites do?
18. On the grass each morning.
19. A boy's name.
20. A kind of tea.
21. Keen.
22. Thick and heavy.
23. Mailed to someone.
24. Happiness.



The Patterns

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

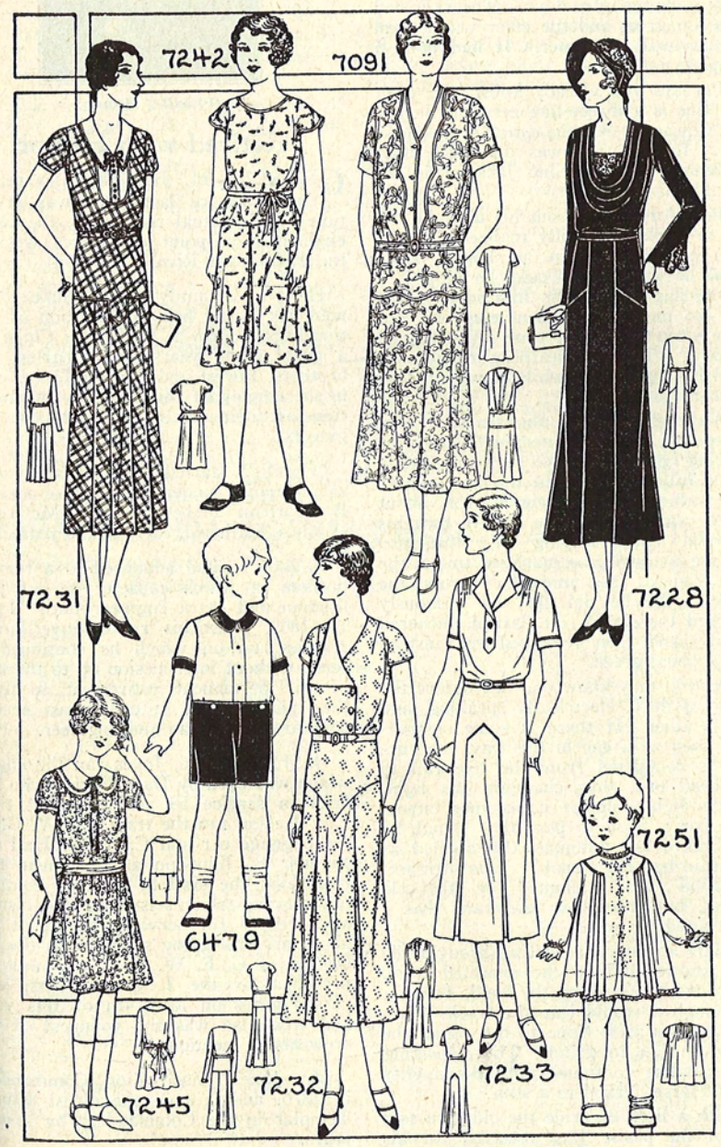
Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-12 Sterling Place, Brooklyn, N. Y.

7231. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires 3⅝ yards of 35-inch material if made as in the large view. For contrasting material ½ yard is required. With long sleeves, the dress requires 4 yards. Price 12c.

7242. Girls' Dress. Designed in sizes 6, 8, 10 and 12 years. An 8-year size requires 2⅛ yards of 35-inch material, with ⅜ yard of muslin or lining for the underbody. Sash of ribbon requires 1⅞ yards. Price 12c.

7091. Ladies' Morning Frock. Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches, bust measure. A 46-inch size requires 3¾ yards of 35-inch material. For contrasting material ⅜ yard 35 inches wide is required, cut crosswise. Price 12c.

7228. Ladies' Dress. Designed in sizes 34, 36, 38, 40, 42, 44 and 46 inches, bust measure. A 38-inch size requires 3⅞ yards of 39-inch material. Sleeve and vestee require 1 yard of nine-inch lace or ¼ yard of 36-inch material. Price 12c.



7245. Girls' Dress. Designed in sizes 4, 6, 8 and 10 years. A size 8 requires 2¼ yards of 35-inch material, if made with short sleeves. With long sleeves 2½ yards. Collar, cuffs and sash of contrasting material requires ⅔ yard, cut crosswise. Price 12c.

6479. Boys' Suit. Designed in sizes 2, 3, 4, 5 and 6 years. A 3-year size as pictured in the large view, will require ⅞ yard for the blouse and 1⅛ yards of contrasting material for collar, cuffs and trousers of 35-inch material. If made with long sleeves the blouse requires 1 yard. Price 12c.

7232. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 3¾ yards of 35-inch material if made as in the large view. Revers and belt in contrasting material requires ½ yard. With long sleeves 4¼ yards. Price 12c.

7233. Misses' Dress. Designed in sizes 16, 18 and 20 years. An 18-year size requires 3¾ yards of 35-inch material if made with short sleeves. With long sleeves 4¼ yards. Price 12c.

7251. Girls' Dress. Designed in sizes 6 months, 1 and 2 years. A 1-year size with long sleeves requires 1⅔ yards of 29-inch material. With puff sleeves 1½ yards. To trim as illustrated requires 3¼ yards of edging and 1⅛ yards of insertion or veining. Price 12c.

Good Things to Eat

Lakewood Salad. One grape fruit and two oranges cut in sections and freed from seed and membrane. Skin and seed three-fourths cup white grapes, measured after seeding. One-third cup pecan meats cut in pieces. Mix ingredients, arrange on lettuce leaf and serve with the following dressing: four tablespoons olive oil, one tablespoon grape fruit juice, one-half tablespoon vinegar, one teaspoon salt, one-fourth teaspoon paprika, pinch of pepper and one tablespoon of Roquefort cheese spread. Garnish with strips of red pepper.

Fruit and Ginger Ale Salad. Soak two tablespoons granulated gelatine in two tablespoons cold water and then dissolve in one-third cup boiling water. Add one-fourth cup lemon juice, two tablespoons sugar, pinch of salt and one cup giner ale. Let stand until mixture begins to set and then fold in one-third cup white grapes, skinned, seeded and halved; one-third cup celery, cut in crosswise slices, and four tablespoons canned pineapple, cubed.

Turn into a border mould, chill and remove to serving dish. Garnish with cress and celery tips. In center place dish of mayonnaise dressing.

Grape Fruit Jelly Salad. Mash a large cream cheese, moisten with cream and season highly with salt, pepper and onion juice. Place around a mould of grape fruit jelly, sprinkle with chopped nut meats and garnish with water cress. Serve with French dressing.

Grape Fruit Jelly. One-third cup sugar in a saucepan. Pour over same amount of boiling

water and bring to the boil. Let boil three minutes. Remove from fire and add one and one-half tablespoons granulated gelatine soaked in two tablespoons cold water; three-fourths cup grape fruit juice, one tablespoon lemon juice and pinch of salt. Strain into a mould. If a ring mould is used for the jelly, the cheese mixture may be placed in the center and garnished with parsley or cress.

Parisian French Dressing. Mix in the order given, one-half cup olive oil, five tablespoons vinegar, one-half teaspoon powdered sugar, one tablespoon finely chopped Bermuda onion, two tablespoons finely chopped parsley, four red peppers, eight green peppers, one teaspoon salt. Let stand one hour and then stir vigorously. The red and green peppers are the tiny ones.

Indian Salad Dressing. Force yolks of two hard boiled eggs through a strainer, add three-fourths teaspoon salt, one-half teaspoon powdered sugar, one-fourth teaspoon paprika, dash of cayenne, dash of white pepper, one tablespoon lemon juice, one-half cup olive oil, one tablespoon finely chopped red pepper, one of green pepper, one tablespoon pickled beets, cubed, and one teaspoon finely chopped parsley. Before adding the pepper, beets and parsley, shake the mixture thoroughly.

Electric Guardian

By James Toskey

This story was written by the young son, seventeen years of age, of Claim Clerk Harry Toskey, West Division Street, Chicago, for a high school test, and received favorable commendation.

James is in fourth year at Carl Schurz High School. He has spoken over WMAQ, the Chicago Daily News radio station; has written several other stories bearing on railroad matters, in which he is much interested.

James Toskey

IN one of the little hamlets that hug the mountain sides and railroads in the state of Washington, I happened to meet an old ranger who was just full of thrilling stories. This is just a sample.

"I think it was in April—yes, in April, last year—we had a severe storm that lasted three days. Not only a storm, but a complete wash-out. Great torrents of water came dashing down these steep crags," and he pointed to the majestic mountains that seemed to rise straight to the sky, "until it reminds you of Niagara Falls.

"The storm was at its height, lightning flashed and the thunder crashed in deafening volume. It was impossible to see more than ten feet ahead, yet Jack, my grandson, decided to call for his father, who works at a mine two miles up this very track." I can see him now as he pointed to the silvery rails that finally conquered the Pacific Northwest.

"Of course, Jack's mother thought this to be a foolish idea. Nevertheless, the youngster had made up his mind. With boots, raincoat, and umbrella he plodded off to the mine."

My interest was being aroused when the old ranger began with, "Modern electricity is great. The way little contraptions regulate the trains. I can't understand it, but the younger generation—anything they don't notice and understand!" Vivid memories came into those gray eyes of his own romantic youth.

"These signals, they tell me, can automatically stop a train. If you've never seen one there's one just before that bend." I fully understood what he was talking about, but to have him continue his story I followed his finger and nodded my head.

"Well, Jack went plodding through the mud to get his father. Before reaching the mine Jack had to cross a narrow rope bridge that spanned a deep ravine. There is a railroad trestle bridge across this ravine, but it was dangerous crossing on that because of the trains. As Jack reached the foot bridge he found, to his astonishment, no bridge, only twisted track hanging in mid-air. The rain had been too great and the river was a mad rushing wall of water. It had done a complete job.

"Perhaps you already know," he went on, "this is a direct line between Seattle and Chicago. All the crack trains pass here. In fact, one was due just about an hour from the time Jack made his horrible discovery.

"Jack forgot all about his dad—he began to think. He fully realized that the train would come in an hour. How could he stop it? Could he stop it? Maybe flag it, was his first idea. That was too uncertain. Then telephone, but there wasn't sufficient time. What must he do?" The old leathery ranger refilled his huge pipe, while I was waiting to hear the outcome.

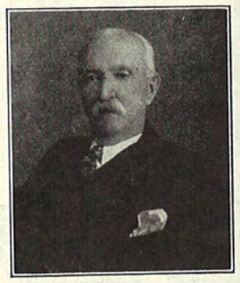
"Walking back to the tracks," continued the old westerner, with his pipe hanging between his two remaining teeth, "Jack followed them to the first signal. He walked by the signal for about twenty yards. Then he hastily tore his umbrella apart, leaving only the steel rods on the stem, he managed to get the steel rod of the umbrella across the tracks. As he did this he anxiously watched the signal. It flashed, flickered crazily, and then remained red instead of the usual green.

"As you may know one rail before the signal is dead, electrically speaking, and one is alive. If there is some obstruction, such as a car in the way, the current is conducted from the live rail to the dead one, thus changing the light. As the light changes it becomes impossible for a train to pass that signal, as the brakes are automatically applied as the train hits the signal." This little explanation was attempted by the old ranger, but it was so awkward that I substituted my own.

"Half an hour of waiting brought the well known puff of the expected train. There it came around the bend, swaying as though it would leap the track. Yes, and as soon as it came to the signal the brakes began to grind. The squeaking and grinding continued until the mighty 'Iron Horse' jerked to a stop."

With a light of pride the old man told me of the praise Jack received for his foolish idea of meeting his father. The railroad, for whom he saved untold expense and regret, sent him to an engineering school in Tacoma. Today he is in the employ of the same railroad company, surprising them with his exceptional work.

Not only do I regard the boy as a hero, but also the wonderful inventions that protect the American public as they travel the steel rails, whether for pleasure or business. They are always safe. More inventions and improvements are making the railroads of today even more safe. You ride with an electrical engineer.



"Charlie" Jones

Retired with Honor

CHARLES M. JONES, who retired from service last year, was at the time of his actual retirement, the oldest engineman in point of service west of the Mississippi River.

He is of a family of Milwaukee Road men, his father held the position of station baggageman at Prairie du Chien for a great many years, and Charles' two brothers, Forest and Samuel Jones, were in the employ of this company up to the time of their deaths, as locomotive engineers.

"Charlie" started his railroad career as a fireman under Sam Chase and A. B. Gorham (Abe) on the McGregor Western Railroad, early in the year 1864.

In 1865 he had advanced to a regular fireman in which capacity he acted as fireman and extra engineer until March 14, 1869, when his rights gave him a regular run on which he continued to serve without intermission up to the time of his permanent retirement in 1930, thus placing him in continuous service 66 years as fireman and engineer.

On July 2, 1926, Jones ran the engine which was fired by Dave Burke, who had been in service 58 years at that time. Elef Nelson ran the train; A. W. Glenn the baggage car and C. F. W. Hall and Sumner S. Johnston as brakemen, that celebrated the sixtieth year of continuous service, which has gone into history as a record for service and all of the above are still going strong with the exception of C. F. W. Hall, who was the president of the I. & M. Vets, who passed away on May 4th of this year, and who also was the youngest of the crew above mentioned.

Mr. Jones joined Zion Commandery in 1876, and is now the oldest Knight Templar in the Commandery by several years.

Coal Conservation

M. J. Flanigan, Manager Fuel Department

AS a talking point in coal conservation, I would call the attention of all concerned and particularly train and enginemen, to the fact that during the month of May there were 1,393,600 locomotive miles in freight service and the average amount of coal per locomotive mile in freight service for the system was 203.9 pounds.

Now, if it is possible to save 6 pounds of coal per locomotive mile on the system, on the basis of the May figures, we would make a saving of approximately 4,100 tons of coal. This same rule can be applied to passenger, mixed and switching service as well. Take your own division locomotive miles run in the various services and figure out what amount of coal could be saved on the basis of 6 pounds per locomotive mile, and I think you will realize a surprising result. Possibly some of you are trying to do this now. However, I am calling this to your personal attention to show you what a little saving of coal per mile on each locomotive means in the aggregate per month.

I think you and I will agree that 6 pounds of coal per mile is not going to mean very much as far as furnishing steam for the locomotive is concerned. I do not think it will ever be missed. It is even possible to do better, provided we can educate the enginemen to realize just what this little saving of 6 pounds means on a railroad like the Milwaukee, and it is going to be your duty to make every effort possible to educate the enginemen and others who have to do with the movement of trains, as to just what this means.

Black smoke is another indication that we are wasting coal. Yourself and your staff should be interested in this. Wherever they see an engine emitting black smoke, they should give you this information promptly, so that you can take it up with the engine crew involved and put a stop to it. You will find a good deal of this in switch service. This is an educational proposition and it will be up to you to talk to your men at every opportunity possible, especially the enginemen and trainmen. It also has occurred to me that the traveling engineer, who is supposed to ride the engines almost daily, should have a fair idea as to whether the engine is consuming more coal than it should with the trains it is handling. You have your payroll cut down to rock bottom and are probably looking for more jobs to eliminate in order to save money. Just stop to figure the saving of a couple of hundred tons of coal per month at about $2.10 per ton and this will give you an opportunity to save money where otherwise it would be entirely wasted without any return whatsoever.

You can get a lot of things to talk about out of the figures on the 208-A and also 605 that will give you other talking points along the lines such as I have suggested above.

The Freight Car Lesson

W. H. Shafer, Conductor, LaCrosse Division

FROM coast to coast they travel their beat,
From the cold in the north to gulf line heat,
It's the freight car riding the shiny rail
Kindly listen a while till they tell their tale.
At and near old Chi you see them come and go,
Some move fast, some move slow,
Some look worn but most of them well,
And this is the tale that they all tell.
The first to come is a Boston & Maine,
With maple sugar from old Champlain.
A Central Vermont was next to that,
Followed close by a Rutland flat.
A B. R. & P. going far from home,
Has mining machinery en route to Nome.
A Grand Trunk Pacific was slinging sass,
Carrying supplies to Yellow Head Pass.
A Union Pacific rushed by with a frown,
Having come all the way from Frisco town.
An I. C. car with an hilarious tone,
Had bananas a-plenty from the Panama zone.
A B. & O. went by on a run,
With a list of records from old Washington.
A B. & A. said get out of my way,
I've a load of oysters from Cape Cod Bay.
Out of the Gopher State came an M. & St. L.,
Bound for St. Louis and doing well.
A G. N. box looking spick and neat,
Was loaded full with Montana wheat.
A Cotton Belt Line quite hard to roil,
Was moving slow with cotton seed oil.
An N. P. box with a noise like a flute,
Contained copper ore from the mines at Butte.
A U. T. L. ducked by with a groan,
Making a noise like a graphophone.
A Salt Lake Line came moving with ease,
With picture films from Los Angeles.
A Milwaukee Road car was coming hell bent,
With a cargo of silk from the Orient.
The C. P. R. were moving a flat,
From old Montreal to Medicine Hat.
A U. R. T. was fanning the breeze,
With a full carload of Wisconsin cheese.
An Erie car with a flaring tail,
Was speeding west with periodical mail.
A D. T. & I. came along rather dizzy,
Loaded up with old "tin lizzies."
A Sea Board AIR LINE had little to say,
Loaded with rosin from Savannah, G.-A.
A New York Central and coming late,
Had a shipment of apples from old York state.
The P. & R. had a hundred light,
Going to the mines for anthracite.
A D. L. & W. whose stocks are high,
Had them all guessing but wouldn't say why.
A C. G. W. sticking close to the track,
Had all the prints of a big red stack.
A Michigan Central was coming through,
With Quaker Oats from Kalamazoo.
A T. & P. was coming lame,
Bound for the press with sugar cane.
A Frisco box loaded heavy full cram,
Had building material for the Hoover Dam.
An S. P. empty came moving slow,
With a load of boes bound El Paso.
An O. S. L. flat was making the rounds,
Loaded high with lumber from Puget Sound.
A Mexican Central was moving just so,
With a heap of sulphur from old Mexico.
A Nickel Plate Line with a world of renown,
Was boosting strong for Cleveland town.
A C. B. & Q. without any frills,
Had a jag of flour from the Pillsbury mills.
From the Nutmeg State came a big New Haven,
Looking for trouble and trying to play even.
A Rock Island car, moving fast on time,
Was bound via Texas for the Mexican Line.
An M. K. & T. with no time for debate,
Had a carload of cattle from the Lone Star State.
A P. R. R. was making a splurge,
With a load of steel from the smoky burg.
A Wabash car with a westerly trend,
Had automobiles from old South Bend.
An A. C. L. as meek as a lamb,
Had melons galore from ald Alabam'.
A Pere Marquette as proud as can be,
Had a load of salt from old Manistee.
A Mo. Pac. painted all in red,
Was moving slow with St. Louis white lead.
From the Seminole State, looking neat and cute,
Came an F. G. E. with citrus fruit.
An L. & N. rather pleasant to see,
Had crates of berries from old Tennessee.
An M. & O. tried showing a heel,
Having come all the way from old Mobile.
A Soo Line freezer was doing first rate,
With a cargo of spuds from the Badger State.
An N. & W. was pulling hard,
With a load of junk from the Navy Yard.
Through the center of population move the C. & A.,
And while not busy they are there to stay.
The Armour, Swift and Cudahy fleet,
Are traveling the land with the best of meat.
A C. I. & L. with a squeaky tone,
Was bound for Chi with building stone.
A big Sante Fe tried looping the loop,
While speeding north with cantaloupes.
A C. & O. mooched by with a chill,
And a load of coal from the Blue Ridge Hills.
A C. & E. I. with Chi for a goal,
Was moving slow with bituminous coal.
From far off Prince Rupert they bring them down,
Fish by the trainload for New York town.
And that is the tale of the humble freight car,
They are doing their stunt, doing their jar,
May they ever travel with a welcome trend,
On this grand land and their work never end.

W. H. SHAFER.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

THE following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of June, 1931:

Name	Occupation	Division or Department
Joe Aman	Engine Watchman	La Crosse and River Division
Iver Anderson	Laborer	Store Department
Paul Bertsch	Machinist	Dubuque and Illinois Division
Charles S. Betz	Train Baggageman	Iowa Division
Louis B. Bilty	Engineer	Milwaukee Terminals
Lars O. Brandlee	Carman	Minneapolis Shops
Robert Cessford	Engineer	Iowa Division
Thomas Conlan	Stationary Fireman	Milwaukee Shops
Savanna J. Corliss	Crossingman	La Crosse and River Division
John Gelzinnis	Carpenter	Chicago Terminals
Andrew Gunn	Carman	Minneapolis Shops
Ernest Hagedorn	Section Laborer	H. & D. Division
Berthin S. Hallan	Machinist Helper	Minneapolis Shops
John Harrington	Helper	Tacoma Shops
Dennis A. Hennessey	Wiper	I. & D. Division
Fred S. Holt	Station Agent	Milwaukee Division
William H. Kelly	Boilermaker Helper	Milwaukee Shops
Joseph J. Lukaszewski	Store Helper	Store Department
Reuben C. Merrill	Train Dispatcher	Iowa Division
Joseph Murphy	Carpenter Helper	Twin City Terminal
Joseph E. Murphy	Carman	Tacoma Shops
James J. O'Hara	Storehelper	Store Department
Vincent Olszewski	Blacksmith Helper	Milwaukee Shops
Olaf Anderson	Storehelper	Store Department
John Preisler	Section Foreman	Superior Division
John F. Schwartz	Assistant Foreman	Milwaukee Shops
Matthew Slade	Laborer	Iowa and Dakota Division
James Smith	Sectional Stockman	Store Department
Winfield S. Starbuck	Car Repairer	Iowa Division
Stephen Tappen	Laborer	Idaho Division
Harry Thomas	Laborer	Iowa Division
Gilbert E. Thompson	Baggageman	Milwaukee Termi.al
John Vogt	Laborer	Store Department
John C. Wadyna	Laborer	Milwaukee Shops
David P. Young	Clerk	Iowa Division

C. W. MITCHELL, Secretary-Treasurer.

National, State, County and City taxes. We can at least be thankful there aren't any more divisions of government.—**Kessinger's Mid-West Review.**

The Value of Clean, Soft Water

(Continued from page 7)

Everyone knows also that hard water calls for more soap in all kinds of washing than soft water. Some years ago I was requested by a few citizens of a western town to persuade the mayor to get the town water softened. So I wrote him a letter explaining the benefits of soft water for town use and mentioning among others the saving in soap to every family. In due time I received a reply saying: "I understand you to state that if we had the town water softened the citizens would use less soap. Now I would have you know that the citizens of this town don't use half enough soap as it is, and I don't want to hear any more about soft water." And later I learned that the mayor owned the big grocery store and furnished soap for the town.

While it is easy to prove that every family spends more money for soap with hard water than with soft, it is not easy to make more than an approximate statement of the amount of soap and money thus wasted by the average family and therefore the city, annually. The difficulty in getting a closer estimate arises from the different prices paid by different families for soap for the laundry, dish washing and bathing, and the different methods of different persons in using only enough soap or in leaving the cake of soap in the water to dissolve away uselessly.

Many investigators have tried to determine a fair average for the amount of soap wasted by one gallon of water one grain-per-gallon hard, and no two of them agree, because each handles the matter differently.

It requires about 3.5 pounds of good soap to soften 1,000 gallons of water one grain per gallon.

When one washes his hands in hard water he does not use enough soap to soften all the water in the basin, but only enough to soften the water on his hands, the same in bathing, the same in the laundry, but in dish washing all the water in the pan must be lathered if the dishes are to be thoroughly cleaned. The average of many measurements of this kind shows that the average citizen uses enough soap daily to completely soften 1.5 gallons of his city water. It we assume that there are five persons in the average family, then the average amount of water softened daily is 7.5 gallons per family, and in one year 2,737 gallons per family.

If we assume the price of soap to be 12 cents per pound, then the cost of this excess soap is $18.36 per family per year.

This would not be so bad if the people got the worth of their money, but this $312,120 does not go to making lather and cleaning hands, bodies, clothes and dishes, but to making curd which sticks to the clothes, the hair and the bath tub and is a general nuisance.

These figures look large to those not familiar with the subject, but I assure you that there are few families who do not lose twice $18 per year by wasting soap in hard water.

For household use where municipal water is hard it is customary in some houses to use laundry aids, such as borax, sal soda, tri-sodium phosphate, etc., to "break" the hardness in the water, and these things are all good in their place but are no substitute for soft water. The softening of hard water requires about thirty minutes for thorough mixing of the chemicals with the water, and at least one hour for settling out the precipitated limestone so that the water will be clean, and when these laundry aids are used there is too little time for complete chemical work and no provision for settling out the precipitate, so that it all attaches itself to the clothes which are being washed.

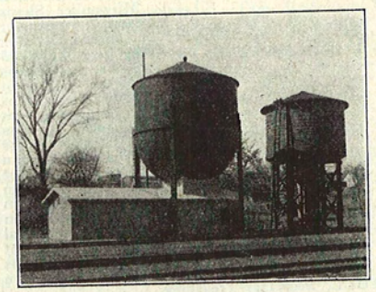
At other houses there are cisterns for rain water which is not so hard as well water but is somewhat hard and generally colored and no substitute for clean softened water. Some years ago, in a little town out on the plains where the well water is exceedingly hard—90 grains per gallon—I built a softening plant for the railroad. The hotel had a rain water cistern, but that year there was no rain and the hotel man asked me what to do. I told him to fill his cistern with the hard city water and I would soften it for him. During the next week there was such delight on the part of the hotel guests and particularly on the part of the hotel laundry and dish-washing forces that the proprietor asked me for the softening formula because there would be no more rain water in his cistern.

The term "hard" as applied to water means more in some parts of the country than in others. In the east there are waters as bad as any to be found in the west, but in the east there is so much soft water that it is not necessary to use the hard waters and a 19 grain-per-gallon water would be considered very hard indeed.

But I call attention to the fact that the standard has changed during the past ten years so that 19-grain water is no longer called soft water, and since there are no naturally soft waters in this part of the country they must be softened.

On the railroad the standard for boiler water is 3 grains per gallon or less, and not a trace of this may be sulphate of lime or sulphate of magnesia. For municipal waters the standard of hardness is 5 grains per gallon, and for the purposes of local boiler plants this should be all carbonate hardness with no trace of sulphate hardness.

At the last report 134 municipalities in the United States had installed softening plants, because it pays for every family in town and because it contributes to the growth of the town.



The Prayer of the Unemployed

GIVE us work—our hands are willing,
Give us work—our hearts are there.
In the struggle—make us of it,
We have energy to spare.

Oh, our daily labor brought us
Sustenance and peace and love;
Give it back to us, beseeching,
Powers of Earth and Powers Above.

We're but driftwood on the ocean,
Debris thrown up by the tide,
Workers willing, but none for us,
And our plight we cannot hide.

We were happy in our labors,
Work—'twas magic to our soul;
All our duties are forsaken,
And we haven't any goal.

Give us work, Oh, Earth Plane Powers!
Give us work—Celestial Spheres!
We are hungry, sad, and broken,
And are bathing in our tears.

LUCILLE MILLAR.

There Is No Limit to the Good a Man Can Do If He Doesn't Care Who Gets the Credit

—From "Osteopath World"

"ARE you one who does good for good's sake, or one who does good and expects credit for the good done? And if you get credit for the good are you not paid in full? And if you do not get credit, are you in any way injured?

"Suppose then we say:"

There Is No Limit to the Amount of Business You Can Get for Our Road If You Don't Care Who Gets the Credit

Try getting some business for our road, or tip off the fellow who is paid to get it, and if by any chance you do not get credit for it, you will get a lot of satisfaction in knowing that you enabled someone to hold their job.

Come on, then, let's forget self and work to keep our rails on the ties—wheels going on the rails—and men with dinner pails keeping the wheels moving.

Are YOU alert for business for our road? It's vitally necessary, you know.

Let's all help and we will all have a job.

Puyallup, Washington, Celebrates

AND an unique celebration it was, on [illegible] 6th, when the young Washington state city burned its last bond of indebtedness at a grand public bonfire and emerged debt-free.

The rite of burning its last evidence of bonded indebtedness took place at the Western Washington Fair Grounds, on June 6th. The day was proclaimed a civic holiday, and the ceremony of burning was preceded by a program in which mayors of neighboring cities made speeches of congratulation. A Puyallup girl was crowned "berry queen of the world," and several other young women were named "princesses." A parade heralded the coming of their royal highnesses and other features led up to the burning of a huge bond that testified to the fact that Puyallup has joined a very select company of municipalities that owed not a cent to anybody.

Puyallup is a center of the berry industry of the United States, and has, moreover, the distinction of being the largest fruit package manufacturing center in the world.

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
R. Manson, Fireman, S. C. & D...	Discovered broken rail, June 6.....	C. S. Buechle, Supt.
A. Rasmussen, Engineer, Superior..	Discovered broken rail, June 15.....	E. A. Meyer, Supt.
S. Riddle, Fireman, Terre Haute...	Discovered broken rail, July 4.....	I. H. Valentine, Supt.
James Hart, Fireman, D. & I.....	Detected failure of car, June 19.....	L. F. Donald, Supt.
E. J. Millburn, Brakeman, K. C....	Discovered broken arch bar, April 24..	P. H. Nee, Supt.
C. R. Donlevy, Engineer, Superior..	Discovered broken rail, June 23.....	E. A. Meyer, Supt.
W. E. Bartlett, Engineer, Superior..	Discovered broken rail, June 21.....	E. A. Meyer, Supt.
E. Moriarity, Brakeman, K. C.....	Found broken arch bar, May 26.....	P. H. Nee, Supt.

OUR BUSINESS GETTERS

Conductor John Taubel, Superior Division, was successful in securing two cars of paper boxes from Menasha and has the promise of additional cars.

Apprentice Harold Glidden, Bensenville Repair Track, succeeded in having the contractor who is building his home at Franklin Park reroute a car of building material from St. Louis via Humrick on Terre Haute Division to Franklin Park.

Below is a list of employes submitted by General Passenger Agent W. B. Dixon, who have interested themselves in securing passenger business for our line:

T. F. McLean	Freight House	Green Bay, Wis.
B. B. Melgaard	Purchasing Department	Chicago, Ill.
W. S. Robbins	Conductor	Green Bay, Wis.
Jim Slattery	Galewood Freight House	Galewood, Ill.
A. H. Davies	Assistant Comptroller's Office	Chicago, Ill.
L. E. Soper	Sleeping Car Conductor	Chicago, Ill.
Jas. Carroll	Sleeping Car Conductor	Chicago, Ill.
Wm. Whigan	Chicago Terminal Engineer	Chicago, Ill.
Jno. Centen	Brakeman, Superior Division	Green Bay, Wis.
Mrs. Jno. Bammer	Former President Women's Club, Kansas City	Kansas City
H. G. Gregerson	Agent	Madison, S. D.
Coly C. Chellis	Secretary to Superintendent	Green Bay, Wis.
R. L. Jones	Switchman	Mason City, Iowa
Mrs. Pearl Penn	In charge of cleaning of the Southwest Limited	Kansas City
W. N. Karn	Engineer, Superior Division	Green Bay, Wis.
W. F. Helwig	Assistant Freight Auditor's Office	Fullerton Avenue, Chicago
Clyde Osborne	Car Accountant's Office	Chicago, Ill.

Yard Clerk Ray Bethien, in the month of July, secured a very important movement into Milwaukee, routing in our care at Terre Haute.

Yard Clerk Ray McGrath, at Milwaukee, is consistent in his efforts. The Traffic Department advise us that Mr. McGrath secured two long haul carloads.

At North Milwaukee, Ed Stelzel in the month of July influenced long haul on two carloads to eastern points.

It was a great pleasure to read the report of Agent Bush at Galewood on the activities of his Chief Claim Clerk James W. Slattery. The early part of June Mr. Slattery had the opportunity of checking shipping tickets on trap cars unloading at Galewood; where shipments were routed adversely, Mr. Slattery telephoned the shippers, many of whom he is acquainted with, and was given authority to divert for the benefit of our line a total of 132,527 pounds in the month of June. I notice in checking over the details that practically every one of these shipments was for a competitive destination. Come again, Jim.

Mr. Henry Fraune, in the Car Department at Nahant, prevailed upon a Davenport merchant to instruct the Chicago shipper to route all business via the Milwaukee.

Yard Clerk Kapke, at Milwaukee, obtained the haul on a carload going to Green Bay. This is the first time I recall Mr. Kapke reported securing business and hope it will not be the last.

Brakeman B. B. Kroenke, on the Milwaukee Division, talking to a passenger enroute to Minneapolis, who remarked that he was going there for the purpose of shipping a carload of furniture to Los Angeles. Mr. Kroenke influenced this business to the Milwaukee Railroad, even though the shipping plant at Minneapolis was located closer to and could much more conveniently ship on a competing line.

More Than Forty Years' Station Service at Toronto, Iowa

N. J. Edwards

N. J. Edwards

DURING my forty and a half years' service I have never had an accident or personal injury, nor has any occurred at this station, Toronto, Iowa.

I was checked in as agent here on January 21, 1891, back in the days of link and pin couplers and hand brakes, thirty, forty and an occasional sixty thousand capacity box cars and stock cars in proportion.

They were the days of small pay and long hours. This station paid $45.00 per month, and we had to carry switch lights, shovel snow and scrub, and our hours were from 5:45 A. M. to last train at night due at 9:45 P. M., and if stuck in the snow I would sleep all night on the telegraph table and dream of an eight-hour day and $100.00 per month salary and a working schedule.

The passenger trains ran through to Calmar, and were run by Ed Templeton and Charlie Dow, pulled by Thompson, Billie Emerson, Sr., and others. Freight crew ran from Monticello to Davenport and return, James Cave, conductor, and "Sliver" Dignan and Jack Simpson, brakemen. This was a shopping train, carried a coach, and on Saturdays, out of Davenport, people had to stand up in the aisles out as far as Dixon. And the passenger trains did a big passenger business. Will say that I bought a lot, built a house and paid for it, out of that $45.00 per month salary. This was before the modern days of telephones, electricity and autos. Couldn't do it on a hundred now. C. A. Goodnow was division superintendent, F. T. Fox, trainmaster and Ben Merrill, J. T. Raymond and Jerry Gallivan were then all three in the office at Marion. There have been many superintendents, trainmasters and chief dispatchers since then. The roadmasters we remember were Henry Strong, Murphy, Stockwell, Nunn, Barnoske and Doc Drury, of the old school. Few changes have been made in the Bridge Department, with old Ed McGuire still on the job; M. Everhart, now gone, and Lou Hayden still on the job. In the Station Department many of the old school are gone. We still have John Maloney, Herb Steen, G. L. Ireland and H. E. Ramsey, Seely, De Voe and Rathbun. During this 40 years I have not missed a pay day, although I have taken many vacations, and the company has furnished me and my family many foreign road passes as as annuals, and one real treat was our trip to Seattle, Washington, to the veteran's convention last year, for all of which we are grateful to our company.

Times have changed, back in the early nineties, everybody had a job, and the future for the railroad and promotion for an employe were great; all were happy and contented. Things have changed, no one but a few old heads working and the future of the railroads is in doubt; not much chance of promotion, all are satisfied to sit tight and hold their jobs and see the auto, busses and trucks picking off the cream of all the transportation business, and using our highways built by taxpayers (which the railroad paid a large part of) free of charge. We are not going to give up the ship, and we are going to be loyal to our company, who has furnished us employment these forty years, and strive to combat the problems of the day the best we can.

Hoping some of the old-timers may see something in this article of interest. Yours for 100 per cent Milwaukee Road.

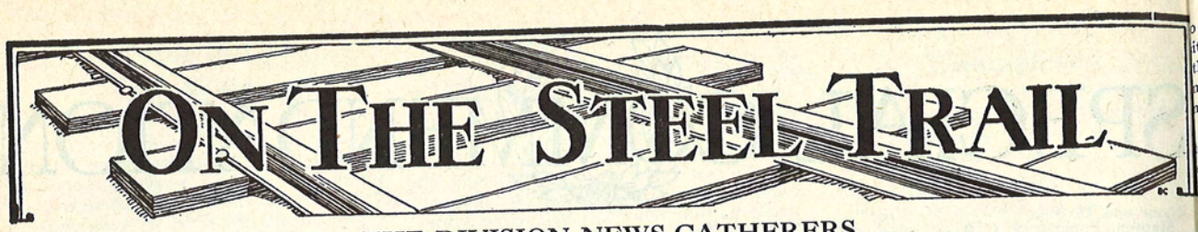
N. J. EDWARDS.

A Family Record

MR. HIRAM J. ROSS, with nine years' service in the Track Department, of which three years are as section foreman at Ute, has quite a family record.

His grandfather, William J. Ross, was one of the pioneers of Iowa and settled where now stands the city of Burlington. It was in the year of 1833, when the county was being organized, that Dr. William J. Ross, as surveyor, using a grape vine 16½ feet long, surveyed the first piece of ground in Burlington, dividing it into streets and lots for purpose of making a town. It was at that time named Burlington, and the survey was sanctioned by Congress.

The entire Ross families were highly honored during the 50th year celebration of the founding of the town in 1883. In 1933, the centenial, we understand that the city of Burlington will stage a big jubilee in which the surviving Ross families will participate. It is understood that Mr. Hiram J. Ross, our section foreman at Ute, is elegible to first place of the Ross families and will lead the parade, in fact will be master of ceremonies, and will be highly honored by the whole city of Burlington.



THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Night Yardmaster, Bensenville
Vila M. Graves.....Engineering Department, Chicago
A. M. Dreyer.....Fullerton Avenue, Chicago
John T. Raymond.....Dispatcher, Marion, Iowa
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
Maude French.....Care of Superintendent, Des Moines, Iowa
E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
Lucille Millar.....Care of Storekeeper, Dubuque, Iowa
M. G. Braheny.....Care of Superintendent, Mason City, Iowa
C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford.....Care of Asst. Supt., Kansas City
Mrs. Ann Millard.....Muskego Yard Office, Milwaukee
C. M. Browning.....Care of Superintendent. Green Bay, Wis.
Eileen Story.....Care of Superintendent, La Crosse, Wis.
L. J. Lightfield.....Ticket Office, Beloit, Wis.
Harriette M. Badger.....Care of Car Department, Milwaukee Shops
Cora R. Ouimette.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care Trainmaster, Mitchell, S. D.
Margaret Maher.....Care of Roadmaster, Wabasha, Minn.
Leda Mars.....Care of Local Agent, Minneapolis, Minn.
N. A. Hiddleson.....Care of Mechanical Dept., Minneapolis, Minn.
Marie Kukla.....Care of Car Department, Minneapolis, Minn.
V. J. Williams.....Care of Superintendent, Austin, Minn.
Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
B. M. Smith.....Care of Superintendent, Aberdeen, S. D.
M. F. Kasak.....Care of Superintendent, Sioux City, Iowa
Harriet Shultze.....Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson.....Care of Local Agent, Mobridge, S. D.
Helen Kirwan.....Care of Superintendent, Miles City, Montana
Nora B. Decco.....Telegrapher, Three Forks, Mont.
A. M. Maxeiner.....Agent, Lewistown, Mont.
L. W. Pratt.....Care of Superintendent, Butte, Mont.
R. C. Peterson.....Dispatcher, Spokane, Wash.
F. E. Kirkland.....Care of Superintendent, Tacoma, Wash.
R. R. Thiele.....Care of Local Agent, Tacoma, Wash.
H. W. Anderson.....Care of D. M. M., Tacoma, Wash.

Superintendent Car Department Office

J. B.

LOWELL wrote: "What is so rare as a day in June" but we will add: "When the temperature reaches 100." It was almost impossible to work during that awful hot spell, so Mr. Nystrom dismissed the office early. We wish to thank him for his thoughtfulness and want him to know it was really appreciated.

During that spell we got some real inside information as to what the well dressed man wears in the line of galluses. Martin had been sporting some bright blue ones, with birds and dogs gaily embroidered on them, when Carl, anxious to uphold the back office, gallantly took off his coat and displayed a pair of bright gold ones. Carl, you win, in these days of hard times, anything gold sounds good, even if it's just a pair of suspenders.

June is the month for news of honeymoons, but not in this office this year, for our news is strictly confined to vacations. Mr. Gilman has taken a leave of absence for the rest of the summer. Dick, who really hasn't had his vacation, took a trip to Manitowoc over the Fourth, because he couldn't wait until he got his two weeks. Weber took his vacation, but just stayed around home. Ethel and her mother did a little traveling by automobile. Charlie and the family did likewise, and Leone and (?) enjoyed a vacation swimming at the different lakes near here. As for the two Walters in the back office, their vacations are dark secrets, news of what they did can be had only by asking them personally.

Harriette went to a "Dude" ranch out in Wyoming, and liked it so well she forgot all about home and office. Imagine this—didn't even send us news of how she was enjoying herself, but we know one doesn't stay a month on a "Dude" ranch at millionaire's prices and not be enjoying it.

Seems as though we are all going "Western." Bernice and Fern went out to the Coast and had a great time—saw a roundup and everything.

Catherine McConville went out there, too, and stopped off to see Helen Horan, who has entered the Dominican Order out near Everett. Catherine reports Helen is feeling fine and is as enthusiastic as ever about her new life, and I'm sure Helen knows all of those she has left behind, wish her health and happiness.

We wish to extend our sympathy to the family of Axel Strand, who died on July 2nd, at Miles City.

Friends, Rivals, and Fellow Correspondents, read this if you will—Miss Bernice Kruse, of this office has the autograph of Wayne King on a street car pass. Too bad she didn't have anything better for H. R. H.'s signature, but how could she tell she was going to meet him and really get it. Can any one better that one?

Why does Lucile rush back from lunch?
Is something we'd all like to know;
Is it because of the telephone calls
She gets from her beaus or beau?

Iowa (Middle and West)

Ruby Eckman

FIREMAN DALE HANNER made a hurried trip to Tacoma, Wash., in June. He went there with an elderly gentleman who was unable to make the trip alone. Dale went on down to California for a few days' visit with friends.

Conductor Leo Bohrer laid off the latter part of June to go to Lansing, Iowa, to the homecoming held there in connection with the dedication of the new bridge across the Mississippi. Leo was accompanied to Lansing by his wife. He had the pleasure of seeing a lot of old time friends who had gathered for the big event.

Mrs. C. A. Case, wife of the agent at Manning, was in an auto accident in June, with the result that she suffered a broken arm. The accident delayed a trip the folks had planned to California.

Train Dispatcher H. P. Buswell, of the Savanna office, was in Perry in July visiting relatives and friends. Harry and his family had made a motor trip into South Dakota to visit his parents and to make the trip through the Black Hills, returning by way of Perry. Mrs. Buswell has a sister living in Perry.

Earl Lane, operator of the clam shell being used for coal loading at Perry, took a couple weeks' vacation starting the first of July, and with his family and some guests they had had made a trip to Green Bay, Wisconsin. Jerry Hayes, the night operator, transferred to the day job and Howard Hasell, of the roundhouse force, handled the machine nights.

Conductor Fred Bolender made a trip up to Winnebago, Minn., in June. He and Mrs. Bolender took their daughter, Mrs. Clifford Rhodes and her children home after a visit in Perry.

Machinist Charles Johnson, of the Perry roundhouse force, and his son-in-law, Carl Fish, also of the shops force, were among the members of the Milwaukee family to spend a few days at one of the Minnesota lakes. The men brought home a lot of fish as they had wonderful luck. Three of the catch weighed ten, eleven and twelve pounds each. The nice part of the couple going fishing is that they always share their catch with friends on their return, and several Perry families had some fine fish feeds when the men got home. Assistant Foreman F. R. Hoes, of the shops force, with Engineers Fred Peterson, Ira Hurless, Charles Swift and Henry Theulen, made up another party and they also brought home a good supply.

Miss Genevieve Krasche, daughter of Operator H. C. Krasche, went to Estes Park to spend the summer, as has been her custom for some time. She was accompanied by Miss Ethel Anderson, a teacher from Albert City, Iowa. The girls are employed in the Park.

Due to the reduction of one from the force of signal maintainers on the Iowa Division, a rearrangement of territory was made, effective the 1st of July, and L. Luther, the maintainer at Madrid, whose position was abolished, bid in a job at Chillicothe, Mo. He is working under his same supervisor, as the Kansas City Division was recently added to Walter Ivey's territory.

Conductor Francis Cummings, who has been working for a pipe line company in Texas while business has been slack on the road, was home for a few days' visit with his parents the latter part of June.

William Kerlin, of Washington, D. C., was in Perry in June for a visit with his parents, Engineer and Mrs. Clate Kerlin. William, is an old Milwaukee employe, has a nice ition in the Railroad Valuation Department the I. C. C. He was in Omaha with other mbers of the force inspecting the new minal recently completed there, and stopped at Perry on his way home. William's er, Elizabeth, went to Washington the part of July for a month's visit at his me.

Engineer Gus Koch had to buy a new watch July. He had a good timepiece, but his e was visited by burglars one night and watch and eight dollars which Gus had in his trousers pocket were stolen. Thieves de an attempt to enter the home of Chance lvin of the Roundhouse force, the same ht, but Mrs. Galvin awakened and they frightened away.

Corwin Judd of the Roundhouse force had keep batch for a month, as his wife and boys went to Oakland, Cal., to spend a nth with relatives and friends.

Retired Engineer M. J. Hildrith, who makes home in Chicago now, was in Perry for couple weeks' visit in June.

Train Dispatcher A. J. Krohnke of the rry office took his vacation in June, and h Mrs. Krohnke made a leisurely trip ough the eastern part of Iowa. They vis- some of the beauty spots of the state, king a trip of 1,300 miles, which took in rty-one different counties. The folks made trip alone in their car and stopped as en and as long as they wanted, to enjoy the uties of nature.

Engineer Fred Kennison was in one of the te prisons in June. He wasn't an inmate, he always figures to behave himself and ntrary to the usual proceedure he enjoyed stay there. He was on 3 and 4 for a ile, and one day his wife went to Marion on and after breakfast Mr. and Mrs. Kennison d Mr. and Mrs. Frank Keith started out a motor trip. They went to Monticello dinner and then visited the Anamosa state nitentiary on their way home in the after- on. Mr. Keith and his wife had been ough the institution before, but the Ken- ons had not and they were greatly im- ssed with the magnitude of the place and diversified activities of the inmates.

Engineer L. K. Owens, who has been work- on the East End for a long time, has ken one of the runs on 4 and 3 between rry and Savanna. The run has one night's rover at Marion, another at Savanna and third at Perry. Mr. Owens lives at arion and has daughter living at Perry, so only away from his folks one night in the ree.

On account of the consolidations of some the division store keepers' positions, H. R. eyer had to return to his old position as ore keeper at Perry. He displaced Walter eil, who moved back to Dubuque to a sim- r position.

John Raife, who will be remembered by any old-time Iowa Division folks as having orked as a conductor on the Western Divi- on a number of years ago, died at his home Perry in June. John retired from active ty a number of years ago, but maintained s home in Perry and was always interested the affairs of the railroad.

Joyce and Janice Challands, the twin daughters of George Challands of the Roundhouse rce, were taken from the hospital in June. The babies weighed two pounds and ten unces and two pounds and 12 ounces at birth d were taken to the hospital and kept in an cubator for six weeks. The babies each eighed four pounds and eight ounces when aken to their home.

Harold Brown of the Roundhouse force, and a son of Conductor W. H. Brown of the Middle Division, deserted the ranks of the bachelors in June and was married to Edna Mabel Hilman. The ceremony was performed in Omaha and after a short honeymoon trip the young people went to housekeeping in Perry.

Victor Hansen, district safety inspector, made his first radio talk in July in Ottumwa. He talked over the broadcasting outfit installed on the trackless train being sent over the country as an advertising medium for Majestic radios and refrigerators. Safety first talks are given from the car at each stop they make.

Mrs. L. C. Lehnert, wife of the boiler foreman at the Perry Roundhouse, died at the family home in Perry July 13th, following an illness which had extended over a long period of time. Funeral services and interment were held in Perry.

Conductor Charles Bradley and family made a trip to the lakes in the northern part of Iowa for their vacation. While there, Coral, the seven-year-old daughter, fell and injured her head quite badly.

Machinist Richard Crews and family were called upon to mourn the death of Mrs. Crew's father, T. J. Christie, which occurred at the family home in Marion July 8th. Mrs. Crews was with her father a week before his death.

Machinist Virgil Majers of the Milwaukee Shops force, spent his vacation with relatives in Perry. His wife accompanied him on the trip.

W. C. Mouser, one of the oldest operators on the Iowa Division list, suffered a stroke of paralysis while at work July 7th. He was removed to his home and has made a little improvement since that time. H. C. Krasche is relieving on the first trick at Council Bluffs Yard.

Yardmaster James Kanealy of the Perry Yard force, enjoyed his vacation in July, making a trip to Chicago during time off duty.

Barbara Swift, the ten-year-old daughter of Engineer Charles Swift, had the misfortune to break her arm while playing near her home the fore part of July.

The night operators' jobs at Earling, Herndon and Perry Dispatcher's Office, were abolished in June. C. Lewis from Herndon went to Manilla, Van Dyke from Earling went to Persia, and Merkle from Perry working extra at Perry Yard during the vacation period, and will then go to Coon Rapids.

Nancy Anne is the name which Brakeman Ernest Banyard and wife gave to their new daughter born at Perry in June. Ernest is working in the Engineering Department while work is slack on the road.

Tacoma Shop Notes

"Andy

NEWS items are pretty scarce this month, and all on account of the business depression. There are not enough people around here to make news.

P. R. Horr returned from his vacation on July 13, and he spent it all at Horsehead Bay. He had a very good time and came back looking like a Siwash—that is, the color of one. And right away he had to go to Port Angeles to relieve Bill Hense, so he could get a couple of weeks off.

About a week ago Harry Johnson, our traveling accountant, made a wild dash out of here, bound for La Push, and boy he didn't need any push when he left. In case you are unfamiliar as to where La Push is, will say that you go up on the Olympic Peninsula and

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While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

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In case of personal injury there's no substitute just like an Accident Policy in The Travelers to continue your income.

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THE TRAVELERS INSURANCE COMPANY
HARTFORD CONNECTICUT

keep on going until you can't go any more; in other words the end of the line. And by the way, when Harry left here he had, besides other crab fishing paraphernalia, a one-inch rope for towing large crabs into port. His intentions were good, but the crabs must have seen him coming, for when he returned on July 13 he didn't talk much about the crabs, but claimed he had a good time, and had a coat of tan that looked like oak stain. He also tramped all over that neck of the woods, taking in Lake Ozette, which he says is a wonderful place to go if you want to mingle with nature in the rough, for it's plenty rough and wild.

Lulu Keyes spent the Fourth of July at Whitby Island, where her brother has a summer home, and reports having a very enjoyable time.

Harvey L. Snyder celebrated the Fourth in the mountains in the vicinity of Keechelus.

Speaking of golf nuts, we sure have one here that is a real one. And that individual is J. A. Wright. Every morning, as regular as a clock, while he is tied up at the home terminal, at four A. M., to be precise, you will find him on the links driving, putting and cussing, and our opinion is that anybody that will sneak up on an unsuspecting golf course at that hour of the morning is a genuine golfer. He probably believes that it's the early bird that gets 'em. And he has the whole course to himself. Yet that wee A. M. stuff has its advantages, as has at least freedom of speech, and if what we hear about golfers' language is correct, J. A. W. will need no practice along that line, but lots of freedom. No foolin', though, when that boy swats that ball—wow—well it's just one swat then about three blocks' walk as the crow flies—three hundred yards is his average drive, and the rest of the shots he uses up putting around the green. So if he gets so that he can putt like he drives, it will be just a matter of two shots per hole, unless he made a hole in one.

Paul Jasmer has just returned from an extended visit with friends and relatives in Winona, Minn., and says he had a very good time. The crops were good, but the weather was hot.

East H. & D. Division

"Pat"

CONDUCTOR R. D. FOWLER passed away at his home in Oregon City, Oregon, on June 26th. Mr. Fowler had been ill about five weeks, suffering from the effects of a fall when he fractured his hip.

We are wondering what makes Operator Hubener, at Milbank, look so fagged out. Some of the conductors suggest that he get more sleep.

Miss Margaret Andres, clerk in the dispatcher's office, spent the Fourth in Lincoln, Nebr., where she attended the National A. A. U. track meet. She was accompanied by her brother, Bill.

Dispatcher J. J. Brown has returned from his vacation. He made an automobile trip up into Canada.

Operator E. J. Ruehmer is now on his vacation.

We all welcome back Engineer Roy Vandinberg, who was safety inspector on Lines West.

Yours truly spent the Fourth in Fargo and drove back with my mother and sister, who returned to Fargo on July 9th.

Switchman Daniels has returned from a visit to the west coast.

Famous sayings by famous people:

"You heard me."—Conductor Middlebrook.

I. & S. M.

V. J. W.

DEEPEST sympathy is extended to the bereaved families of Engineer Herman Hunter, Brakeman Henry Tate, Engineer Chas. Billington, and Engineer John Taylor, who have passed away during the past few weeks.

Engineer Herman F. Hunter was 75 years of age and a veteran employe of the company, having entered the service May 7, 1881, as a fireman. He was promoted in March, 1884. Mr. Hunter had been ailing for nearly two years, but had worked until about a week before his death, which occurred at Madison, S. D., June 29th. He had undergone an operation for gall trouble on June 27th, and had rallied from the ordeal and apparently was getting along satisfactorily until shortly before his death, when he suffered a sinking spell from which he failed to rally.

You will recognize the gentleman in the picture as none other than "S. C. S.," first trick dispatcher. Our contributor did not say where or when the picture was taken, but it is quite evident that "S. C. S." was in a playful mood.

Brakeman Henry Tate was a victim of the heat while working on train No. 91, June 30th, passing away at Lanesboro. Mr. Tate was 50 years of age and had been in the employe of the company since July 27, 1909.

Engineer Chas. Billington died at his home in Austin, July 1st, after about two months' illness. He was 54 years of age and entered the service as a fireman November 14, 1901. He was promoted October 6, 1906.

Engineer John Taylor was 84 years of age and began his railroad career as a fireman September 22, 1882. He was promoted October 27, 1886. Mr. Taylor had been on furlough since 1921, due to injuries he received in an accident. His death came very suddenly, having been ill less than a week. He was taken to the hospital for treatment July 4th, and passed away July 9th.

Agent Guy Steves, of Houston, is taking a few weeks' leave. Operator Harry Wilson is relieving him.

Operator Helen Holden, of Fairmont, left July 4th for a two weeks' vacation.

Operator L. E. Larimer, second trick at Jackson, has returned to work after a three months' leave.

Walter Chestnut, veteran lineman on the I. & M. Division, is taking treatment at Excelsior Springs. Lineman Walter Boyer is relieving him.

Agent Mike Garry, of Delavan, is taking a few days off. Operator H. R. White is relieving him.

Agent B. D. McGinn, at Farmington, has been away on sick leave since the middle of June. His son, S. B. McGinn, is relieving him.

Operator W. C. Hickey has bid in third trick at Rosemount.

Clerk Ray Hoffman, of the superintenendt's office, is back after a week out in Montana.

Clerk Harold Rappe, of the superintendent's office, attended the Walther League Convention, held in Pocono Summit, Pa., in June. Harold also made a trip over to New York City and Washington, D. C.

Dispatcher Clyde Peed is spenidng his vacation in the northern part of the state.

Switchman Alfred "Butch" Thompson returned to work July 14th, after a two weeks' sick leave.

The boys at the engineering office cannot account for Carl Berg spending his Sundays in Austin, unless it is that Harry Keck's Matrimonial Agency has brought results. It will be of interest to our feminine readers to know that Chief Carpenter's Clerk R. Risberg will be listed as an eligible with Harry's Agency as soon as Harry returns from his trip up north.

It would appear that north is the proper direction to head these days. Traveling Inspector O. E. Bradford and family have just returned from a trip to International Falls and Winnipeg, and Mr. and Mrs. Robert McCoy report a delightful trip to Port Arthur and Fort William.

Switchman James Marvellet returned to work after two weeks' sick leave. Jim was a victim of the intense heat, which took a heavy toll in the Northwest late in June.

Carman Ed Murner was also one of the many who was overcome by the heat. We are glad to know that Jim and Ed have fully recovered and are able to be back on the job.

Delam Olson, with the Engineering Department, formerly located in the Twin Cities, is now located at the Austin office.

The Engineering Department reports that work is progressing on five bridges for grade separation on the I. & S. M. Division.

The first car of dressed hogs from the new plant at Mitchell arrived at the Hormel plant at Austin, July 10th.

The new compartment refrigerator car, U. R. T. 100,000, is now at the Hormel plant and will move under load about July 15th.

Team Track Inspector H. J. Raffery attended the Spring Valley alumni picnic at Spring Valley, July 3rd.

Another event of much importance in the Valley July 3rd, was the wedding of Clerk Verne "Moco" Evenson, of Houston, and Miss Esberne Fliege, of Wykoff, which took place at Wykoff. The young couple passed through Austin July 10th, enroute from the Black Hills, where they spent a week, and report a delightful trip. "Moco" did not mention losing the "Mrs." coat nor his argument with the conductor over the absence of "Mrs." on his pass. Best wishes are extended.

A news item featuring an attempted holdup of Pump Repairer Steve Kloeckner in Loring Park, Minneapolis, July 6th, has been brought to our attention. As one might expect, Steve disarmed the bandit and put him on the run. The item also lists one of the principals, Miss Margaret Carroll, as the feminine companion. Our guess is that Steve's stock is just about 100 now.

Kansas City Division

C. M. G.

CHIEF CLERK J. W. SOWDER, Mrs. Sowder and daughter, Norma, attended the Elks' National Convention in Seattle, leaving Ottumwa on July 3rd and returning on July 17th. En route home they took in Yellowstone National Park tour and stopped off at Denver, Colo., for a brief stay.

Due to a cloudburst at 2:30 A. M. on July 3rd, we experienced a washout two miles west of Ardon, Iowa, which delayed the Southwest Limited train No. 26 for four hours.

A recent announcement was received of the birth of a daughter, Catherine Ann, to Mr. and Mrs. Wm. Buhler, of Wichita, Kansas. Mrs. Buhler is the former Jerry Long, and for some years was employed as a stenographer in the office of the chief dispatcher.

A. Leo Love, son of Roundhouse Foreman Andy Love, is spending his summer vacation in Ottumwa in the home of his parents. In June he was awarded his M. S. degree in Domestic Commerce from Columbia University, New York. Last March he was elected to membership in Beta Gamma Sigma, a national honorary finance and business fraternity, and in May was elected to the office of president of the fraternity.

J. L. Quinlan, conductor, secured a passenger from Seattle to St. Paul, via our line. Four passengers, from Minneapolis to Seattle, via the Milwaukee, were secured by J. W. Sowder.

A vacation with nothing to do but fish was enjoyed by Chief Timekeeper C. H. Baker, Mrs. Baker and Geofrey Stickler, maintenance timekeeper, who spent the latter part of June at Walheim Resort, near Aitkins, Minnesota, on Hickory Lake, which is famed for its wonderful fish. Both "Bake" and "Stick" claim fishing was fine, although they failed to send the promised supply to the office bunch. Returning home they drove through the hills of Winona, noted for their picturesque scenery, and stopped off to say "hello" to Superintendent H. F. Gibson, at La Crosse.

R. O. Clapp and Mrs. Clapp were at Excelsior Springs, Mo., during the latter part of June, vacationing; also made a short visit to Minneapolis in the home of their granddaughter, Mrs. George R. O'Gar, especially to enjoy the company of their great grandson, Robert.

Marjorie Helm, formerly employed by the M. & St. L. R. R., in the office of the superintendent at Oskaloosa, has been assigned to fill the position of stenographer and clerk to Chief Dispatcher L. H. Wilson.

On June 4th Mrs. H. L. Webber returned from a visit of several weeks at the home of her sister in Ipswich, S. D.

A vacation at Lake Okoboji is being enjoyed by Dispatcher J. V. Tuomey and his family. Previous to going to the lake they made a brief visit at the home of Mr. Tuomey's parents in Parnell, Iowa.

During the vacation period of the train dispatchers, Milward L. Fromm is acting as relief dispatcher. The position of first trick operator in the dispatcher's office is being held by Lloyd Calloway, and Durward Wright has been assigned to the second trick, temporarily.

A recent announcement was made by Agent T. H. Tuomey and Mrs. Tuomey, Parnell, of the marriage of their daughter, Mary Catharine, to Mr. Lionel Ogburn Vaughn, which took place in San Francisco, California, on May 15th.

We are now having continuous telegraph service at Moseby Junction, Rock Island Junction, and Liberty, Mo., on account of opening a portion of the new double track between Polo and Birmingham, and handling Rock Island freight trains between these two points.

Under the supervision of the commissioner of parks and public improvements, flowers were set out along the street from West Second street to Caldwell Park, Ottumwa, which not only tends to beautify our city, but greatly improves the view to passengers traveling on our daylight trains.

J. E. Ruckman is temporarily relieving E. R. Williams as agent at Moseby, Missouri. Mr. Williams left several weeks ago for Los Angeles, Calif.

Equipment Maintainer Carl Hanson, West Yard, took in quite a large territory when on his vacation in July. He reported that he was bound for Wyoming, "where the men are men and women are glad of it." Mr. Hanson is one of the "eligibles" on the K. C. Division. We are wondering why he did not stick to the midwest instead of venturing out to the wilds of Wyoming to look over the women.

News from the Freighthouse

J. W. Calvert, agent, departed for Excelsior Springs to take a much needed rest and now all are awaiting reports on the checker tournament.

We are still wondering who had the most serious operation and why.

For plans as to how to arrange Greek characters in a brick sidewalk, call on our chief bill clerk—satisfaction guaranteed.

Harry Rutherford, formerly one of our "old gang" and now connected with the I. H. B. at Calumet City, called to see us and he sure looks natural. Harry never forgets the "old gang" and always drops in to see us on his vacation.

We also had a visit from Chauncey Mahaffey, the perfect P. F. I., who is now at Madison, Wis. We always like to see Chauncey, as he is a great favorite with the freight house force. Come again, old boy!

Louis Williams, formerly car clerk here years ago, paid us a visit and sure enjoyed himself talking over old times. Louis is in business for himself, but he says he still has the R. R. fever and cannot keep from calling on the boys whenever he has the chance.

J. O. Parker, the peppiest switchman on the K. C. Division, says he has one great flower garden this year. When asked what kind of flowers he has, he said he had a wonderful crop of dandelions, sunflowers, dogweed, in fact, he said he could not remember the names of all of them, but he had them just the same.

The hot shot we have from Morrell & Co. every Wednesday is proving a success and everyone concerned is on the job to see that no delay will occur

During the hot spell a week or so ago our office thermometer kept over the 100 mark, and, as our fans were out of order, it was a hot time for all of us, in fact some of us were sunburned and the tan is now very becoming—to some of us.

To P. H. Nee

All your staff and every craftsman,
Much regret your going away;
All are hoping that you come back,
And next time you'll come to stay.

Your present stay has been so brief,
That many do not know you well;
Although you've taught us many things
About the service that we sell.

Best wishes from "us all" will follow,
When you leave for "Old Spokane,"
Each one knows your worth and valor,
What we lose will be their gain.

You'll be coming back to see us,
And you'll find the same "glad hand";
Words cannot express our feelings,
But you know just where we stand.

Coast Division

"Kirk"

OUR chief dispatcher, Sam Whittemore, is still on the sick list, but doing very well, and we hope will soon be back on the job. Understand he had another little accident while recovering from his illness. Seems he was passing around a lilac bush when one of the leaves brushed across his eye, cutting the eye-

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"CONTINENTAL" is a name well known to Milwaukee men. When accident or illness stops the pay it means PROTECTION of the income; indemnity for loss of limb or eye. In the case of a fatal injury it means a generous sum for the widow and children. Thousands of your fellow employes have fortified themselves against the unexpected. Here are a few cases where foresight has helped the family meet the emergencies of a fatal accident to the breadwinner. Ask the following Milwaukee employes or their beneficiaries:

Name	Address	Occupation	Loss	Amount
Bert Alger	Clinton, Mont.	Section Foreman	Life	$1,026.00
Olaf M. Johnson	Lombard, Mont.	Section Foreman	Life	1,011.85
Orville Hill	Bedford, Md.	Switchman	Life	535.25
Robert Cadden	St. Paul, Minn.	Roundhouse Foreman	Ulcer	192.00
Herbert L. Comstock	Miles City, Mont.	Station Fireman	Typhoid	247.97
Jake Berquist	Deer Lodge, Mont.	Br. and Tr. Builder	Life	750.00
Jack Dickerson	Chicago, Ill.	Chef	Diabetes	240.00
John Snider	Madrid, Iowa	Trackman	Life	642.70

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Name.....

Address.....

.....*Age*.....

Occupation.....*C.M.St.P.&P.*

PROTECTION—WHY WAIT? GET IT NOW!

ball quite badly, but the M. D.'s fixed that up, and outside of losing about 72 hours' sleep, it will be as good as ever. Troubles never come singly, Sam.

Our old friend and chief clerk, Harry McMahon, has gone to Miles City as chief clerk to Superintendent G. H. Hill. Quite a delegation were down to the train to see him off and presented him with a little purse to "see" the Rodeo on. Mrs. McMahon and daughter, Barbara, are still here, but will have to pack up and be in Miles City before school starts this fall. Here's wishing you luck, folks.

Sorry to report the death of Assistant Yard Clerk Fred A. Muehlhausen, Seattle, which occurred while he was on his way to work the morning of July 11th. Burial was in Seattle, from the Butterworth Funeral Parlors, Tuesday the 14th. Mr. Muehlhausen was 48 years of age, his birthday being on the 9th of July. His service date was September 1, 1909. Fred leaves a wife and two daughters to mourn his passing, and to them, the sympathy of the Coast Division is extended.

Dispatcher Mitchell was off a couple of days on the sick list but is now back on the job.

M. J. O'Connor, our chief operator, took a few days off recently. Understand his daughter was married but Mike didn't come through with all the information, so cannot tell you much more.

C. P. Miles, operator, formerly at Raymond, is now a full fledged train dispatcher and working a trick during the present shortage. Miles has had his eye on that position for a long time and finally got there. Last year he worked for some time on his own time learning the ins and outs of the game and this year his opportunity came to sit in.

We have a switcher in the Valley to juggle the cars of lettuce and peas around Kent, Auburn and Sumner, but the prospects are not so good as they would have been had there been less rain. Too much rain rots the heart of the heads of lettuce. At present we average about three cars of lettuce a day, which goes in "refers" to the East.

General Manager Harstad, accompanied by Mr. Gillick, was on the division the fore part of the month getting acquainted with the lay of the land.

Tacoma coach yard has now been moved from its old location, midway between Tacoma Jct. and the depot, to the tideflats, where they have all the facilities handy to take care of the cars and does away with a lot of duplication of facilities.

Walter M. Evans, sub-station operator, was a Tacoma visitor the 13th—just in and out again. Walt sure likes to drive that Chevie between Tacoma and Kittitas.

Here it is 7 P. M. and I should be out at the lake taking my evening duck instead of sitting at the mill grinding out something that most of you don't read, so I am going to quote you a little po'm and call it quits.

With apologies to the Detroit Drug Journal.

"NOW—LET'S ALL GET DOWN TO WORK"

Said the little red rooster: "Believe me,
things are tough,
Seems that worms are scarcer, and I cannot
find enough.
What's become of all those fat ones is a
mystery to me,
There were thousands through that rainy spell
—but now, where can they be?"

Then the old black hen who heard him, didn't
grumble or complain,
She had gone through lots of dry spells—she
had lived through floods and rain.
So she flew up on the grindstone, and she
gave her claws a "whet,"
As she said: "I've never seen the times there
weren't worms to get."

She picked a new and undug spot—the earth
was hard and firm;
The little rooster jeered: "New ground! that's
no place for a worm."
The old black hen just spread her feet, she
dug both fast and free,
"I must go to the worms," said she, "the
worms won't come to me."

The rooster vainly spent his day, through habit,
by the ways,
Where fat, round worms had passed in squads
back in the rainy days.
When nightfall found him supperless, he
growled in accents rough:
"I'm hungry as a fowl can be, conditions sure
are tough."

He turned then to the old black hen, and said:
It's worse with you;
For you're not only hungry, but must be
tired, too;
I rested while I WATCHED for worms, so I
feel fairly perk,
But how are you—without worms, too, and
after all that work."

The old black hen hopped to her perch, and
dropped her eyes to sleep,
And murmured in a drowsy tone: "Young
man, hear this and weep;
I'm full of worms and happy, for I've eaten
like a pig;
The worms are there as always, but BOY! I
had to dig."

Twin City Terminals

Leda Mars

THE annual election of the Railway Business Women's Association of the Twin Cities was held on June 7th, in the Green Room at Kings X, Hennipen and Lake Street. Dinner was served at 6:30 to a large gathering of railway girls from both cities. The newly elected officers are: Beatrice Mooney, outside lines Minneapolis; Catherine Jaax, first vice-president; M. & St. L. Ry., Minneapolis. Adele Farrell, second vice-president; Northern Pacific Ry., St. Paul, Florence McCauley, secretary; "Milwaukee R. R." Minneapolis; Madge Auger, treasurer, Omaha Ry., St. Paul; Georgia Emmel, publicity secretary, Great Northern Ry., St. Paul, and Gertrude Gunderson, publicity secretary, Soo Line, Minneapolis.

We are all pleased to see a Milwaukee girl on the list and wish her success in her work.

Mrs. James G. Leece, formerly Miss Hazel McMahon, Elliott-Fisher operator at the local freight office, announced her marriage, which took place June 18th, in Los Angeles, Calif. All her friends wish her much success and happiness.

The Milwaukee Kitten Ball Team played their last game July 13th, finishing the season with five wins and five losses, their last game being a winner. Emil Rachner, Acconting Department, pitched exceptionally good ball last season, also Peter Kampl, Earl McGuire and Eddie Stoops played good ball. Loose fielding by his teammates lost several games.

We all hope if they play again next season, they will come out on top with less "losts" and more "wins."

Otto Ponzer's (of the local freight) mother passed away suddenly July 4th, after a short illness. Mrs. Ponzer reacher the advanced age of 82. Sympathy is extended by his co-workers and many friends.

Mr. S. J. Farley, traveling timekeeper, is the proud father of a baby girl born July 4th, and we understand her name is to be Mary Patricia. Mr. Farley is now located permanently in Chicago, formerly from the Accounting Bureau in Minneapolis.

A. W. Nimens, one of the many Veterans of Foreign Wars members, of the local freight, was a delegate to the state encampment at Waseca, Minn., July 9, 10, 11. Comrade Nimens reports the best encampment ever held and of the many things done was the start of a Minnesota cottage to be added to the V. F. W. National Home at Eaton Rapids, Mich. This cottage or apartment, which it really will be, should accommodate fifteen mothers and their children.

Hot Shots from the West T. M. Division

Helen Kirwan

A COUPLE of nice rains on the T. M. helped the crops a lot and furnished feed for the stock, and the situation looks brighter now than it did the 1st of June, for a crop and better conditions in general.

Mr. J. J. Foley has been in the hospital for several days, but is recovering at this writing.

Miss Olga Grothe spent the Fourth of July with homefolks in Marmarth. Olga is working in Harlowton now.

Mrs. C. C. McGee is spending the summer in the East, visiting relatives.

Mr. Riley Joiner, dispatcher, moved his family to the city of Harlowton the first part of June. Understand he is working a trick at that point.

Jerry Goggins left June 20th for Chicago, where he is attending school.

Robert Burns is personal stenographer to Superintendent G. H. Hill. Willard Hauser, former secretary, joined his brother from Sleepy Eye, Minn., on a tour of the parks in this state.

Ann Anderson spent part of her vacation with husband and sister in Mobridge the first part of July.

D. O. Ray, brakeman, is spending a few months on the coast, also Baggageman M. B. Lindsay.

Mr. H. J. McMahon, from Tacoma, is our new chief clerk, succeeding Geo. W. Knowles, the latter succeeding J. Price as division accountant.

Mr. E. Murray, former district engineer, here, spent a week in Miles City recently looking after business interests.

While on my vacation recently, had occasion to notice a lot of Safety First signs, and one that especially interested me was the one put out by an insurance company, reading: "Drive Carefully, Death Is So Permanent." Isn't it the truth?

Mrs. John Grady, of Ohio state, sister of Engineer W. F. Kelly, is spending a few weeks at her brother's home.

Fireman Ray Edson was quite badly injured when he met with an accident while driving the big Dodge near Terry, recently. It is said his knee cap was injured.

Fireman Sievert is convalescing from an operation for appendicitis recently performed at the Holy Rosary Hospital.

The Milwaukee Ball Team journeyed to Glendive Sunday and gave the latter's ball team a nice trimming. Didn't get all the details, but those attending from Miles City said it was a good game.

Byron Nelson is now ticket clerk at Miles City; Earl Gilmer chief clerk at the freight office; Theo Johnson, yard clerk; Edith Petterson, Store Department, clerk; Dunc Ritchie, accounting clerk; J. Price, store accountant, and Helen K. in the Engineering Department. (History repeating itself.)

Axel Strand, general car foreman, died suddenly at Miles City, on July 2nd, after a heart attack. Mr. Strand leaves a host of friends on Lines West to mourn his death and to offer their sympathy to his bereaved ones.

Yardmaster Art Mayo is grandpa again. A new son was born to Mr. and Mrs. Bruce Mayo here, on June 12th. I wonder why he (Mr. M.) wore such a big smile this morning —that's it.

Iowa (East) Division and Calmar Line

John T. Raymond

DISPATCHER AND MRS. L. S. DOVE and daughter Nadine went to Oak Lake, Minnesota, August 1 for two weeks' vacation.

L. R. Lange, with headquarters at Sioux City, has had his territory extended to include Iowa and Des Moines Divisions.

Harry R. Meyer and family of Marion have moved to Perry, where his headquarters are now located. The Meyer family have made many friends during their stay in Marion and their leaving is deeply regreted.

Dale Miller, age 21, son of Agent L. J. Miller of Springville, suffered a fractured skull Sunday, June 14th, at the Legion swimming pool, Marion, when he struck his head against the bottom of the pool while diving into four feet of water. He was taken to St. Luke's Hospital, Cedar Rapids, for treatment. He is improving and is expected to entirely recover.

Mrs. Ora Miller and daughter of Marion left the latter part of June for Rawlins, Wyoming, to visit a sister of Mrs. Miller's. They remained there three weeks.

Mr. and Mrs. W. N. Foster of Marion visited in Spirit Lake, Iowa, for two weeks the early part of July.

Operator Leon Huffman of Oxford Junction was away several days early in July visiting his parents at Woodward.

Engineer and Mrs. W. R. Barber were called to Ottumwa July 18th on account of the illness and death of Mr. Barber's mother. The Milwaukee Magazine extends deepest sympathy to Mr. Barber and family in their bereavement.

A. R. Berryhill, foreman of weed mower, was busy on the division early part of July.

The weed killer in charge of Operator P. W. Schweig and D. C. Marchant of the division engineer's office, went over the division the middle of July.

Harry Murphey and daughters, Betty and Ruth, of Marion, spent two weeks the latter part of June vacationing in Minnesota.

Chief Dispatcher and Mrs. H. C. Van Wormer left Marion Monday, June 29th, for Oak Lake, near Pequot, Minn., for a month's outing.

Mr. and Mrs. George Schrimper and son Richard, of Marion, spent several days the latter part of July visiting Mrs. Schrimper's sister and family at Rockford, Ill.

Mr. and Mrs. William Kinder of Council Bluffs visited Mr. Kinder's mother at Marion, July 4th and 5th.

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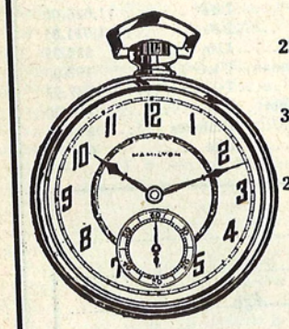

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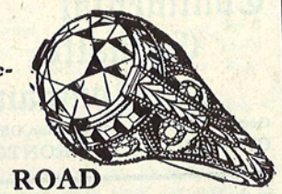

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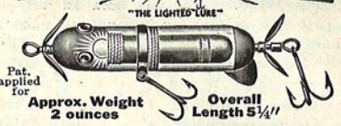

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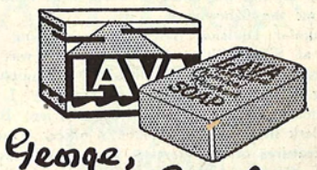

George, the Lava Soap Man takes the dirt— protects the skin -

Engineer and Mrs. L. C. Low of Marion are spending the summer at their cottage at Okoboji.

Charlie Wescott, who has been off duty for the past two months on account of sickness, resumed work July 7th, relieving W. W. Glew in the baggage car on the Cedar Rapids-Calmar passenger.

Conductor Frank B. Cornelius, who has been taking treatments in a Council Bluffs hospital, has returned to his home in Marion but it will probably be some time before he is able to resume work. Frank is on a special diet and has to take it easy for a while.

Conductor Thos. Nevins is on the layoff list on account of sickness, and is taking treatments at his home in Savanna.

Conductor W. D. Shank laid off the 15th of July and with his wife and grandson is visiting relatives in Nebraska. Conductor Phil Shoup relieving on Nos. 4 and 3 between Marion and Chicago.

Passenger Brakeman Fred G. Holsinger is confined to his home due to an attack of lumbago.

C. H. Hayward, who has been off for several months following an operation at Rochester, Minn., resumed work as a baggageman on Nos. 7 and 8 between Marion and Omaha, displacing Baggageman E. C. Ainley.

The enginemen's crew board is now being maintained in the trainmaster's office at Marion, having been moved in from Atkins, July 3.

The home of Extra Passenger Brakeman G. E. Fenlon at Marion was badly damaged by fire the fore part of July.

Mr. and Mrs. Chester Cornelius of the Superintendent's Office, spent the week end of July 11 at Clear Lake.

Mr. and Mrs. L. W. King of Marion left July 17 for a brief vacation at Brainard, Minn.

Charles Youtzey of the Superintendent's Office, and his family went to a Minnesota lake to spend their vacation.

Mrs. Ona Grassfield of Marion was away several days on a vacation.

The track between DeWitt and Long Grove has been abandoned. No. 90 will do the work at Long Grove twice a week.

S. C. & D. Notes

M. F. Kasak

EFFECTIVE with the 16th of June, our division storekeeper, Mr. L. R. Lange, will have the supervision of the Iowa and Des Moines Division in addition to the S. C. & D. We have a sneaking suspicion that Mr. Lange can tell us all about the "joys" of living out of a traveling bag.

Car Foreman Ralph Leming is laying off to "See America First." He says that the best way to do this is to spend several days watching the Cubs play ball and then spend the balance of the time fishing in Canada where the fish are so vicious that they have to build fences around the lakes to keep them from attacking the fishermen.

Regular Division Safety First meeting was held at Sioux City on July 9th, and was the largest ever held on the division, 205 employes being present. Papers were read by J. B. Shoemaker, dispatcher, and L. O'Brien, B. & V. clerk in the superintendent's office. One of the features of the meeting was an address by J. R. Cooke, of the U. S. Bureau of Explosives, on the proper methods of handling explosives, oils, acids, and other materials of like nature.

One nice day in June, Helen Flynn mysteriously lost her shoes, the pretty white and black ones. They were returned to her from the storekeepers office! (?)

Mrs. Jacobs, Mrs. Kelly and Mr. Hoskins are

Junior, Little Son of W. J. Leach, Sioux City

all sporting new cars which were purchased on the same day.

Emil Hoberg just recently installed a new desk in the G. Y. M.'s office at Sioux City. Guess Ed was pretty well pleased with the new furniture.

Esther Burg, station timekeeper, has a new "boy friend." We understand that he is a traveling man. Bring him around sometime, Esther, we'd like to see him.

Mrs. T. P. Cavanaugh and son, Mike, visited friends and relatives in Minneapolis during the fore part of June. Tom looked like a lost sheep while the family was away and since they returned before they intended to, we have reasons to strongly suspect that Tom was lonesome and called the family home.

Regular division Safety First meeting was held at Yankton on July 7th, with a very gratifying attendance. This was Division Safety Inspector Hemsey's first appearance on the S. C. & D Division, and he certainly made a wonderful impression on the employes present. We are sorry to lose Vic Hansen, who scolded us, pleaded with us, and reasoned with us for several years past, but at the same time we feel that we are going to get along just fine with Mr. Hemsey.

While on the subject of changes in district supervisors, we are also tickled pink to get a notice that Earl Jefferson is going to be with us again as fuel supervisor. We have had some mighty good fuel supervisors since Earl left the division. They did us a lot of good and we liked them, but Earl was raised right here on the division and we know him, and in spite of that we still like him. There is only one thing we ask, Earl, and that is—please leave your hardboiled hat in Minneapolis. It will be so much safer. However, if you insist on wearing it at least wear your handkerchief in your sleeve and carry a cane. Thank you.

There have been several changes in the superintendent's office since the last writing—Miss Alice Butcher returned from a nine months' leave of absence, brown as a nut and fat as a little pig. She displaced Miss Mildred Ness, who goes to the freight house. Mr. Carl Wangberg returned from a nine months' leave of absence, displacing Helen Flynn, who in turn displaced Miss Grace Barrett on the file desk. Miss Esther Burg, whose job was abolished, displaced Leo O'Brien, who expressed an ambition to be a first-class yard clerk (overalls 'n' ever'thin'), and promptly did so.

Glenn Maysonholder, agent at Westfield, has gone out into the country and assisted so many farmers in bringing their livestock to the company stock yards that he habitually chews a straw, and his favorite expression is "By Heck."

In line with the present trend toward economies in the operation of stations, the Northwestern, Illinois Central and the Milwaukee at Arion, Iowa, have been consolidated with our agent in charge. Too bad for the other fellows but we are glad that our agent is still to be on the job at that station.

Charley Foote, baggageman at the Sioux City passenger station, has been having considerable eye trouble lately. However, we are glad to report at this writing, that the infected eye has improved considerably.

On July 12th Sioux City had a special train carrying the Abu Bekr Temple of the Shrine to Cleveland, using our line to Chicago. Sioux Falls also had a special car moving to this Conclave. The Sioux City Shriners took with them the famous White Horse Arab Patrol, the horses being sent by express two days ahead of the Shriners, so that they would be well rested from the trip. Everyone expressed themselves as delighted with the service over our line.

The middle of June the supply cars made their last trip over the division and we are sorry to see the boys taken off for all of us had some good friends among those who operated the cars.

E. E. Lovejoy, first trick operator at Sioux Falls, laid off the last two weeks of June to paint his house and do some miscellaneous resting, and so on. Gene surely picked out some real hot days for his vacation and according to reports, guess that he will have to lay off again in cool weather to paint the house. Chester Smith was pounding the key while Gene was off.

We regret to advise that Perry Button, veteran section foreman, passed away at his home in Akron, Iowa, during the latter part of June, and extend our sympathies to the bereaved family in the loss of this fine old man. Mr. Button was the father of John A. Button, section foreman at Vermilion, S. D. The body was interred at Des Moines, Iowa.

Yard Foreman Ole Anderson is pinch hitting for Ross Bankson on the Sioux Falls yardmaster's job during the first part of July while Ross is laying off. Ole is doing a good job, too.

Fullerton Avenue Building

A. M. D.

MILDRED DUSAILES HANNON, of the freight auditor's office, spent her vacation in the great Southwest, with Mrs. A. Luebker, who is interested in the newspaper business. They were guests of a reporter of the "Amarillo News" to the Santa Fe celebration, held to inaugurate their new branch line, Amarillo to Dumas, Texas, and rode on the first train run between those two points.

Frank Weichbrod, of the freight auditor's office, has been honored by being made Grand Knight of Ketteler Council of the Knights of Columbus. Congratulations, Frank.

Cora Blodgett, Typing Bureau, Grace Larson, Computing Bureau, and May Whiteman, Freight Auditor's Office, spent their vacations on a wonderful nine-day tour along the northwest coast to Skagway, Alaska. It takes the girls to travel.

Now that a number of our fellow employes have become golf-minded, I wonder if it would not be possible to arrange a golf tournament to be played some Saturday afternoon this fall at Greenview, Big Oaks or some other nearby course. Of course, we poor dubs would expect a handicap from such long hitters as A. E. Peterson, Tom Fitzgerald, Ralph Dukes and Dave Ramsey. I believe this tournament could be easily arranged, and although there probably would be very little good golf played, yet we believe that we could all have a great time. What do you so-called golfers think about it?

Jean Campbell, of the Freight Auditor's Office, is the recipient of a beautiful solitaire diamond ring. The donor is Robert Greenwood. When will the main event take place, Jean?

We understand that Louis (Dixie) Zelus, formerly employed in the Ticket Auditor's Office, is now the proud papa of a twelve-pound baby girl. It must be almost as big as he is.

Sully Craig, who at one time was employed in the Ticket Auditor's Office, paid us a visit a short time ago. He informed us that he is now happily married and is the father of three children.

Miss Louise Palmer enjoyed a delightful Fourth of July down home in Galesburg, Ill.

Nick Braschko and wife motored down to Kentucky. This was Nick's belated honeymoon. We hope they did not have too many detours or flat tires.

Florence Bies and Charlotte Forst vacationed in Canada. Received a card from them while they were enjoying the beauty of Lake Louise.

Ramsey, Cunningham, Becker and Cook have been making a foursome at golf recently at the Greenview course. The game, as reported individually, consisted of the usual drives and putts, slices, foozles and an occassional byword not to be recorded here. During the last game one of the players is said to have gotten a birdie. We are unable to say who this was. They are all married men.

Joseph Crowley, who is a pitcher of no mean ability and loves to play ball, was laid up recently as a result of his pitching arm becoming useless and painful from the shoulder down. A bad strain Joe said. The doctor, after looking him over and recording his age and previous condition, promptly removed some of his teeth and promised him life for a while longer. Joe will now establish a moratorium on his diet. He is looking good, though.

A team made up of boys from the Fullerton Avenue Building has entered into the Chicago Evening American Soft-Ball Tournament, under the name "Milwaukee Road." Manager Pete Meyer (Ticket Auditor's Office) believes that with some support from their fellow employes, especially in the rooting section, they will bring home the "bacon." Home games will be played at Wrightwood Playground.

A horseshoe league has been organized by employes of the Freight Auditor's Office. It consists of sixteen members. Games will be played nightly at the rear of the building.

L. Eichlberger, of the Freight Claim Department, has resigned from his position to attend the University of Chicago. His major subject will be chemistry. He is certainly to be congratulated.

R. Shaden, of the Freight Claim Department, sustained a badly strained back through an automobile accident here in Chicago. However, he has fully recovered and is back with us again.

Henry Kraebber, the logical successor to Izaak Walton, is again out to attain a reputation as Nemesis of the finny dwellers of the deep at Crivitz, Wisconsin. His chief oarsman on this trip is George Figg. Before leaving, this sturdy pair promised to keep the office force well supplied with fresh game fish; however, we're all still on a meat diet and, from all indications, Henry's best catch was a nice coat of tan, while Georgie has two handsful of blisters.

John Burch certainly gets all the breaks. While Chicago was sweltering in a mere 95-degree heat, Johnny is sent to Kansas City, Missouri! Oh, well, it's good for the waistline.

There may have been a time when marriageable young women waited more or less patiently at home for romance to come and perch on her window sill, confining her activities to setting snares, figure four traps and bird lime, but that was a long time ago, way back in the horse and buggy days, and Mabel Kirchen's grandmother no doubt was just like other girls of her time, but Mabel is nothing like her grandmother.

Two years ago she went to Seattle on her vacation. The L. C. Smith Building in Seattle sticks up like a sore thumb and where anyone can find it, but it is not generally known that in the building is a Chinese Room, if a maiden but sit in a certain chair all of the gods of the Chinese, and they have had them for a long time, get in behind her and do everything possible a Chinese god can do to see that she is engaged within a year. Mabel was lucky and happened to sit in that chair, but they neglected to tell her a lot of things she must not do. One of them is that you must never look on the gods of another people, and this, in ignorance of their custom, she immediately proceeded to do by stopping on her way to the station at the little three-cornered park at the corner of Third Avenue and Yesler Way, where the people of Seattle claim they have the tallest totem pole in the world, completely covered with enough Eskimo gods to put a jinx on everything the Chinese gods might try to do. In this case they evidently did a swell job, for Mabel hasn't drawn a thing, but in tribute to her indominable will, all of her friends will be glad to know that she has again been to Seattle and has again sat in that chair. When she left the L. C. Smith Building en route to the depot, she went directly north on Second Avenue in order to miss that totem pole, and, we understand, would have gone around Mt. Rainier rather than get near it.

Wisconsin Valley Division Notes

Lillian

MRS. FRANK P. DODD attended the nation-wide convention of the auxiliary to the Brotherhood of Trainmen at Denver, Colo., which opened there on June 15 and continued for two weeks. Mrs. Dodd, as secretary of the local auxiliary, attended all the sessions.

Mrs. Helen Hudson, wife of Mr. F. L. Hudson, ticket clerk, passed away at St. Mary's Hospital on June 22 at 1 o'clock. Funeral services were conducted at the family home at 9:00 A. M. Thursday and interment took place in Forest Hill Cemetery at Madison. Mr. and Mrs. Hudson celebrated their golden wedding anniversary last April, and Mrs. Hudson took sick shortly after and gradually failed until the end came. Mrs. W. J. Below, of River Forest, Ill.; Mrs. John R. Roberts, of Berkeley, Calif.; Mrs. P. D. Simonton, of Oak Park, Ill.; and Mrs. Geo. S. Wirth, of Wausau, Wis., four daughters of Mr. and Mrs. Hudson, all were at the bedside of their mother when she passed away. The division employes extend sympathy to Mr. Hudson and daughters.

Lawrence Tomczek of Wausau was fishing in Arbor Vitae Lake with a cane pole using a minnow for bait, hoping to catch a good-sized perch. Instead, a 14-pound muskie gobbled his bait and carried the line under the boat. Tomczek reached underneath, grabbed the muskie by the gills and hauled it into the boat, where it bit him in the leg during a 45-minute tussle, which Tomczek won.

Saturday, June 20th, opened the bass season, the limit is ten and the size is ten inches. Harve McFarland brought in a green bass from Kuepper Lake weighing six pounds, T. J. Connely hasn't neglected pike for bass fishing though he brought in one small bass with a string last Tuesday, the other fish being pike, one of which measured 24 inches and weighed six pounds, and another weighed five pounds and measured 23 inches.

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WHEN your system is blocked, health is in danger. The poisons of constipation often spread over the body. Headaches, loss of appetite and energy often result. Even serious disease may develop.

Avoid this risk by eating a delicious cereal: Kellogg's ALL-BRAN. Two tablespoonfuls daily are guaranteed to prevent and relieve both temporary and recurring constipation. Stubborn cases, with each meal.

Use Kellogg's ALL-BRAN instead of taking dangerous pills and drugs.

Look for the red-and-green package. Sold by all grocers. Made by Kellogg in Battle Creek.

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ALL-BRAN

A hail storm which visited Minocqua and the surrounding country on June 15th did considerable damage to roofs and foliage. The heaviest damage was west of Minocqua, including the Kumrite Inn, B. O. Bassett farm and the Rheinberger resort. No damage was done to the buildings of the F. C. Mars' summer home, but hundreds of flowers and plants, which were just set out on the new grounds for the beautification of the place, were beaten into shreds. The new lawns were also damaged. Lincoln Abraham, bound on a Fordson selling trip, went through this region during the period of the heaviest fall, and the top of his sedan was punctured with holes, some fully as large as a golf ball. A strip of about one mile presented a mighty wintry appearance, though it ended abruptly.

Mr. and Mrs. Edward A. Ross of Milwaukee were week-end visitors of Mr. and Mrs. Edward L. Wolff at their summer home at Minocqua. Mr. Ross is general freight agent at the Chestnut Street station, Milwaukee. He was very much impressed with the vacation possibilities of this part of the country, it being his first visit here.

Al Bradford and M. Bacon of Appleton, Wis., guests at Stevens Muskie Lodge, on High Lake, caught a ten and a ten and a half pound muskie on June 14.

Joseph Carl Rodehaver, engineer, passed away at Rochester, Minn., Saturday night at 11:40 P. M., July 11, after an illness of six weeks. He had been at Rochester two weeks receiving treatments. Private funeral services were conducted at the family residence on July 15, at 2:00 o'clock, interment following in Pine Grove Cemetery, where members of the Masonic Lodge conducted the services. Surviving are Mrs. Rodehaver and four children: Leroy C., Kenneth, Esther and Myles. Sympathy is extended by the Milwaukee employes to Mrs. Rodehaver and children.

Mrs. John Zander was receiving treatments at the Wausau Memorial Hospital, but has recovered sufficiently to return to her home, where she is recuperating at the present time.

Mrs. M. M. Harrington visited with relatives at Green Bay recently.

Mr. M. C. Harris, trick dispatcher, has returned from a three weeks' vacation, which was spent motoring in most every direction and visiting points of interest. Canada seemed to be the ideal spot, for some reason or other, and he reports having had a very delightful time.

Mr. and Mrs. A. W. Warner are spending two weeks vacationing, part of the time is planned to visit at Zion City, and the balance of the time will be spent in the northern woods and at the lakes.

Mr. Charles Conklin, chief clerk, is off duty on account of illness.

Mr. Charley Whitt was in the office long enough to say "hello" and then disappeared. He spent most of the time with the foreigners and guiding them to their home, at least, trying to get them started the right way, we understood.

Mr. A. P. Richardson of Ottawa, Ill., with "Shorty" as guide, caught a ten-pound wall-eyed pike in Tomahawk Lake June 14. They said they threw back a few two-pounders because they looked like minnows beside the prize catch.

Mrs. Mat LaSage submitted to an operation at the Wausau Memorial Hospital recently. She is getting along nicely and expects to be able to return home within a few weeks.

Officers of the Wisconsin Potato Growers Exchange, which has had its headquarters in Waupaca for some years, visited Wausau July 13 for the purpose of obtaining information as to quarters and accommodations here for the exchange, as a move is desired. The Chamber of Commerce has offered convenient office quarters and other privileges to the organization. The decision will be made at a meeting which will be held Saturday, July 18.

Frank A. Konkol of Hatley caught a tiger muskellunge, measuring 45 inches and weighing 24 pounds and four ounces in Arbor Vitae Lake on July 14. It took him 22 minutes to land the game fish, after it was caught on a spoon, baited with pork rind. Mr. Konkol exhibited the fish to friends in the city this afternoon to his home in Hatley.

Mr. and Mrs. C. B. Carmen, of Minocqua, had a motor trip to Canada and vicinity during the last two weeks in June. They report a wonderful time and were very much impressed with scenery and so forth. They say it is an ideal place to spend a vacation and expect to make the trip at another time.

John Brown, chief clerk in the Freight Department, had the misfortune of having his car stolen on the night of July 4, from the Library park, where it was parked for about three minutes. It was recovered five days later at Ogema, Wis., where it had been abandoned and John said it was rather difficult to recognize his own car. It was towed back to Wausau and is now in a garage being put back in condition.

Mr. Edward Blanchfield, clerk at Merrill, Wis., secured one passenger from Merrill to Seattle and return via Los Angeles and Chicago.

La Crosse-River Division Items

Eileen

THAT newly developed lump on Scoop's head is not one of combativeness; it is a long story, stranger, but the night, too, is long, and 'twill serve to pass away the dragging hours.

Curiosity, as you know, was once fatal to a cat, and many mishaps can be laid at the door of Miss Curiosity, for rtuly she is an enticing dame. Scoop, with the killer instinct rampant, was on the war path against our little friends, the sparrows, and with mind inflamed by reason of various gossip connected with these household pests, excuse me, pets, he set out upon a mission of death and destruction.

However, before he could carry out his plans of desolation, he needs must secure the lethal weapon, and on his moody way home one evening perceived a lad with an air gun, which he wrenched away and then with murder and black rage in his heart, proceeded homeward to the fulfillment of his carefully laid plans. Obtaining the BB shot was the work of a second, and carefully loading the dangerous weapon, he prepared to go on with his desperate scheme.

James C., Little Son of Tamping Machine Foreman W. J. Hutchen, La Crosse, Wis.

Alas and alack, at every explosion the BB only rolled out of the muzzle, and with a muttered curse, Scoop broke the air gun open at the breach, and with a wild roar dragged the spring out, but the spring had ideas of decorum also, and coyly stuck, which of course incensed Scoop so that he grasped the thing with both hands and with wild upheave and coarse words, the spring suddenly let go and scratched Scoop's wrist, whereupon this bloodthirsty savage fainted, and that is indeed the story of the lump on Scoop's head, and you may, if you wish, call it the bump of curiosity over developed.

T. Chesterfield Welch has again resumed work at B. K. office, after an absence of about two months on account of sickness. Rip Van Wie, who relieved Mr. Welch, has again returned to his home at Mauston.

Mighty glad to have Mr. W. M. Thurber with us again as assitant superintendent of the Second District, vice Mr. D. T. Bagnell, promoted to the assistant superintendency of Chicago Terminals. While we were sorry to have Mr. Bagnell leave us, we know that he will enjoy his new work.

Another of our old vets has left us and joined the Grand Parade on God's flowered line. Engineer Jacob Hole passed on suddenly, at his home, 203 Caledonia Street, La Crosse, May 21. Mr. Hole was fifty-four years of age with a service record of twenty-eight years as fierman and engineer.

He is survived by his wife and four children, all of La Crosse. Funeral services were held at the home and Trinity Lutheran Church. Interment was made in Oak Grove Cemetery, La Crosse.

It happened in the Metz car:

The Patient: "Doctor, have I got high blood pressure?"

"No, you haven't."

"Then, doctor, have I got low blood pressure?"

"No, you haven't."

"Then, I haven't any blood at all?"

"No, you haven't—you're a fish."

"Oh, you girls," said the brakeman as the last pair of ankles disappeared on the platform steps.

Milwaukee Terminals

Ann

WELCOME back, Vean Gormley. The Milwaukee Terminal boys are glad to see you. Your ENFORCED vacation must have agreed with you as you have taken on quite some weight.

Railroad families were united recently when Blanche, daughter of Walter Stubbe, married the son of Oscar Rogosch.

The death of District Master Mechanic William Joost was a great shock to his many friends in the Milwaukee Terminals.

We wish to take this opportunity to record the marriage of Chief Yard Clerk Milton Friedericks, June 20, 1931. We wish you many happy returns of the day, Milton.

Fred Schmitz, at North Avenue, is too busy to take a vacation this year, so to acquire a coat of tan he spends his noon hours out on the roof of the freight house minus his shirt. He gets as brown that way as if he loafed at the beach all day.

Our fast bill clerk, Brownie, working for Mr. Griffin, took the boys out and bought them a feed, which they sure enjoyed, while his wife was sojourning in Indiana. They say he has had a headache ever since.

While Operator E. A. Brock was enjoying the Fourth of July, he says a firecracker passed too close to him and left a mark on his forehead. That's his story and he is sticking to it.

Operator Paul Alberts is taking in all the sights down east. We just know he is having a lovely time.

Switchman Russell R. Brown was married July 23, 1931. Lots of good luck, Russell.

We wondered what Switchman Roy R. Lewis was looking through the scrap piles for. Inquiry developed that he was looking for an exhaust pipe for his new Essex.

Engineer and Mrs. W. S. Gilker are home after an extended motor trip through northern Illinois, visiting relatives and friends.

One of our engineers tells a story of a veteran conductor on our road ,who attended a Union Printers' meeting some time ago thinking he was at Division No. 46, O. R. C.

Yardman James J. Packenham is back from his visit in Minneapolis and he has many a story to tell.

Machinist Roman Warzalz has a new Lincoln; Machinist Ed Havey a new sport model Ford; Machinist James Morrissey a Packard, and Chief Clerk Bill Cary an Essex. The automobile business must be picking up.

Patrick E. Cull died June 20th. He had been employed as brakeman, agent, operator, and for the last five years as crossing flagman at Capitol Drive. Sixty years of faithful service was his record.

Yardman Frank Kreuser and Theodore Rogerts have returned to work after two weeks' fishing at Long Lake, Wisconsin. They either caught fish or bought them, as their friends all received black bass by the box.

Harvey Uecker, staff photographer at the shops, is on a two weeks' vacation.

General Yardmaster John J. Schuh is back from a lovely trip to Seattle.

We are glad to see Engineer Charles J. Tuft back on the job after three months' illness.

Sorry to hear of the illness of Engine Dispatcher Henry McNeill and hope for his recovery in the near future.

A letter from Mr. and Mrs. Charles Wilde advise that they have visited St. Petersburg, Tampa, Clearwater and Daytona Beach, Fla.

A card from Dispatcher Helper Robert Nelson at Mexico City, Mexico, sends regards to all the boys.

Bill Cary is back from his vacation with plenty of vim and vigor for another year's hard work.

We are sorry to record the death of C. & M. Division Conductor Costello's mother and sister-in-law of Trainmaster John Costello, at Chicago.

From the Cross Roads of the World

DEPARTMENT heads, supervising officers and employes of the Terre Haute Division gathered together at the Terre Haute House, Friday evening, June 26th, to honor their fellow officer and associate, Mr. W. G. Bowen, assistant superintendent, who on July 1st, was promoted to the position of assistant superintendent of the Illinois-Dubuque Division, with headquarters in Savanna, Illinois.

Mr. Bowen has been assistant superintendent of the Terre Haute Division for the past three and one-half years. He has served this railroad since 1899, and has worked on ten divisions, first as a telegraph operator, then train dispatcher, train master and assistant superintendent.

J. H. Valentine, superintendent, in behalf of the Terre Haute Division officers and employes, presented Mr. Bowen with a handsome brief case that contained many useful articles. In the way of entertainment, Mr. G. E. Passage, master mechanic, acted as toastmaster; Mr. F. P. G. Pearce, chief clerk, entertained with pianologues and songs; H. G. King, the "mocking bird" of the organization, whistled the popular melodies; Walter Glass shook a "wicked hoof," while guests cheered and tapped time, and the entire assembly joined in the popular songs, ending their concert with "Nobody Home."

We all join in extending our best wishes to Mr. Bowen and his family in their new location.

Mr. M. J. Gruber, of the Twin City Terminal Division, has accepted the position of assistant superintendent on this division, to succeed Mr. Bowen. Mr. Gruber comes to us with a splendid record of accomplishments and we extend to him a cordial welcome.

A few of the Rea Building office employes motored to McCormick State Park, near Spencer, Indiana, Sunday, July 19th, and enjoyed a day of real outing, swimming, boating, eating and getting sunburned.

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

Nora B. Decco

HELEN, over at Miles City, thinks horses don't eat tulips! Why, horses that have been through one of these Montana winters, not to say summers, will eat anything; and I know all about whose horse it was; and it is keeping far, far away from said tulip bed, too. It's a nice horse, though, and I feel some better about the tulips than I did at the time. That was a nice verse, too, Helen, and since you hail from Nebraska, we have lots in common. Oh my, yes'm, Stromsburg.

We want to tell first thing about the wedding last February of Miss LaRock of this city and Harold Sterling, son of former Conductor Floyd Sterling, now of Minneapolis. Both are well known here and a very popular couple in the younger set. Mrs. Sterling has for several years been teaching in the local school and Mr. Sterling has up until the past winter been attending Montana State College. He is at present with an uncle in a store and service station. The Rocky Mountain Division extends to this couple the very best of good wishes for a lifetime of happiness.

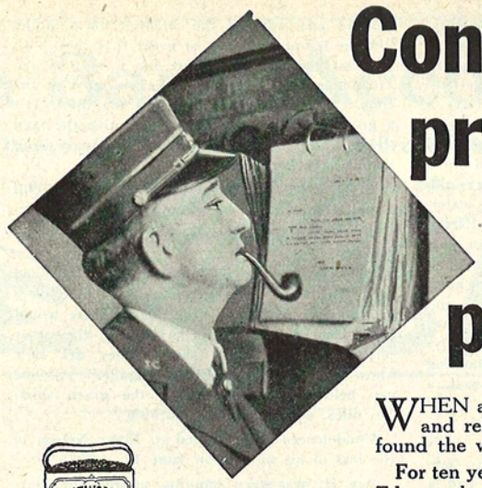
We want also to mention the arrival in our town of Mr. and Mrs. Lemmon of Cleveland, Ohio, who visited here enroute to Yellowstone on their honeymoon. Mrs. Lemmon is known here as Miss Lucy Barnes, daughter of Engineer A. E. and Mrs. Barnes, and has lived here the greater part of her life. She has been in a nurses' training school for several years in Cleveland, and we offer this couple our very best wishes also.

Antrim Barnes, son of Mr. and Mrs. Barnes, is here for his summer vacation from Purdue University

Mrs. Myrtle Tibbits and Dr. H. L. Koehler of the local hospital force here, were married in Butte July 6th and went to Seattle for a short stay, and are now living at Three Forks. Mrs. Tibbits is well known here, having lived in Three Forks most of her life and is a sister of Mrs. August Kunze. Dr. Koehler has been for several years Milwaukee hospital physician here, having offices for some time with Dr. Dimon, who is now in Polson. The R. M. Division extends best wishes to Dr. and Mrs. Koehler.

A daughter was born to Mr. and Mrs. Geo. McAndrews of Lombard, July 14th at the local hospital. We offer our congratulations.

Mr. and Mrs. Ernie Grey are visiting friends in Colorado and Wyoming for a few weeks. Mrs. Grey was delegate to the convention for I. O. O. F.Auxiliary in Denver a short time ago.



Conductor prefers pipe for pleasure

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WHEN a man gets off duty he likes to rest and relax. Conductor D. E. Eakins has found the way to do it.

For ten years or more he's smoked a pipe and Edgeworth. He prefers it because it never bites his tongue.

Many railroad men prefer Edgeworth for many reasons. Most men like it because it is the finest all-round smoke in the world.

If you've never tried Edgeworth, get a tin of it today. It comes in two forms. Edgeworth Ready-Rubbed and Edgeworth Plug Slice. 15¢ and up according to size. Or, for a generous free trial packet, address Larus & Bro. Co., 108 S. 22d St., Richmond, Va.

EDGEWORTH

SMOKING TOBACCO

We had a celebration for the Fourth of July, too, and a parade and everything, including a rodeo. . . . Goodness, how "them things" spring up nowadays, every time somebody forgets to hitch his pony while he goes in and buys a package of Camels. . . . I remember . . . well, they rolled their own in those days, too, and they also rode the hoss . . . and picked up a handkerchief with their teeth while they galloped by, and drank out of a glass of water, and they brought home the Union Pacific saddle from Cheyenne frontier day to our part of the country a good many times around that part of my life . . . and then they hung it in a store window for folks to admire and they put on the old one they did their hard ridin' with an' forgot all about it most likely. But nowadays, with dude ranches holding conventions and what have you . . . well, a spur was a spur, then; nowadays you might see some fellow checking the yard with one dragging in the gravel . . . times have changed all right, but they say the rodeo was a good one at that, and the folks all had a good time anyway.

We regret to write of the sudden illness and death in a Miles City hospital of Axel Strand, who for many years was general car foreman at Deer Lodge and well known on this division. He was sick only a very short time and his death was very sudden. He is survived by his widow and the entire division offers Mrs. Strand sincere sympathy. Mr. Strand had only recently been promoted with headquarters in Tacoma.

We extend our sympathy to Mrs. Sam Rodda in the sudden death at her home here of her father, who passed away June 28th. Mr. Stephen VanWart was one of the pioneers of this part of the state and leaves a host of friends who regret his death.

Joseph Rawls of Lewistown passed away after a very short illness June 22. Mr. Rawls was one of the best known conductors the Milwaukee had out on Lines West, and was well liked by everyone who knew him. He left a wife and four small sons, and the Rocky Mountain Division extend to this family most sincere sympathy for the loss of such a husband and father. Mr. Rawls was especially well known here, having lived in Three Forks in the early days, and was the sort of man who was always willing and anxious to offer a helping hand to anyone in time of need. We regret very much to know that he has gone.

Well, after a few more trials in the parking of a flat-bottom boat on round top rocks hidden under a foot of Madison river water, I feel sure I can qualify to race with Gar Wood for the next international cup, to say the least. You should see the fine work Chester Bales did getting us off the rocks, and the fine work Mr. McKenna did trying to get out of doing any sort of work at all, and the extra fine work Mr. Echard put on, when the table cloth was spread on the green grass and all of us gathered round about to see what we could see, and Mr. Townsley didn't sleep for two days and three nights, but he is O. K. now, and as usual the ladies did all the work and the men folks ate the watermelon, yes, they did, too—I saw them. I am starting from the bottom to learn the business and as the navigation part of the firm seems all right so far, when the weather cools off a bit I'll look into the fuel end of it.

Drafts from the Drafting Room

C. R. O.

SOME people never grow up. Horton and his wife were out riding one night and they went past a children's playground. They stopped and watched the children for a while, but the temptation was so great that they both got out and teeter-tottered for a long while. Horton said he was up in the air most of the time. Something quite unusual for him. It's a good thing for him he didn't notice the sign "For Children Only," otherwise his evening would have been spoiled.

S. O. Berg has renounced allegiance to Old King Hokum and become a full-fledged American citizen. Congratulations are extended to you, Mr. Berg.

The latest thing in "what the best dressed man will wear" is a green shirt. There were six of them in this office one day. There would have been more, but unfortunately the other fellows had an extra shirt. They are now known as the "Green Shirt Brigade." Anyone can belong, all you need is the green shirt. No dues, no initiation or nothing.

Condolences are extended to Einar Nelson in the loss of his mother on June 18.

Art H. was seen hanging around the Garden Show in West Allis lately. Next year maybe we will see Art's shingle reading "Fresh Cut Flowers for Weddings, Parties, Funerals, Etc."

With Roy and Einar gone and Magnus married, makes this office one hundred per cent married men. No more bachelors.

On Saturday, June 20, Magnus gave up his liberty and swore to love, honor and obey—always, Miss Stella Ledin of Ironwood, Mich. He was married in Evanston, Illinois, and from there they went on a motor trip. Instead of spending his money for gas and oil, now Magnus must buy pork chops and "Ribbenstek." Mrs. Lagreid's home was formerly in Ironwood, Mich., where she taught school for a few years. Congratulations are extended to Magnus and his bride for a long and happy married life. Thanks for the candy and seegars, Mag.

Horton has had his old Stude rejuvenated. Everything showing wear and tear has been replaced. Body washed and polished and now it runs like a 1933 model. Oh, Oh.

Roy visited the office the week of June 29th and displayed a bad case of sunburn. It should turn out a good coat of tan. He went sailing in the raw—almost, while the temperature was 100 in the shade. With that degree of temperature the tan should never wear off.

Some married men are terribly forgetful. Sylvan's wife was away on her birthday and he completely forgot about it. So on that very day he had to rush out and buy a birthday gift and send it by air mail. Serves you right, Sylvan, but don't forget the anniversary date now, or you may not get out of it so easy next time.

Ernest came back to work Monday, July 13th, after spending a two weeks' vacation in Montana, visiting his folks. He raised a mustache while he was away and nobody recognized him when he returned. One kind gentleman told him he looked like a walrus, another told him he looked like a gangster, so we don't know how long Ernie will keep his pet. He isn't getting much encouragement.

I. & D. Items

M. G. B.

THE I. & D. Division were grieved to hear of the death of one of their good friends, Mark J. Ramsey, dispatcher at Mason City, who was found dead in bed July 6th. He died of heart failure.

Mr. Ramsey was born in La Valle, Wis., January 11, 1874, and started to work for the Milwaukee when 17 years of age at Marquette, Iowa. He entered the service in 1891, and was promoted to dispatcher in 1900. He leaves his wife and son Harold and Leslie.

Joe Fiala, Apprentice Supervisor, Dubuque Shops

Funeral was held at the Patterson funeral home, the Christian Science service being read by D. E. Avis. Burial was at Memorial Park Cemetery. Mrs. W. F. Ingraham and Miss Irma Wilhelm sang at the services.

Amos Moore, engineer, and Bert Moore, engineer, both of Mason City, were called to Denver, Colo., June 26th, on account of death.

J. Hemsey, district safety inspector, arrived at Mason City June 17th, taking up his duties on this division.

The entire division was sorry to know that G. R. Hanaford, former safety inspector, was leaving the division. We will all miss George and his whistling.

M. J. Flanigan, manager of the Safety Department, was at Mason City June 22nd and was the speaker at the Safety First meeting held on that date.

Miss Mae Quinn, bill and voucher clerk in the superintendent's office, attended the wedding of her cousin at Britt, Iowa, June 22nd.

A. Daniels, J. Dougherty and W. Shea were at Mason City on June 22nd.

J. H. Phillips, clerk at Marion Jct., is taking a leave of absence and is at the home of his parents at Clear Lake, Iowa.

We were sorry to hear that Archie Boardman was one of the heat victims when the temperature was soaring around 105 degrees. Hope he has fully recovered by now.

W. H. Ross, conductor at Mason City, and wife were called to Cedar Rapids June 30th, on account of sickness.

Our traveling reported has again stumbled on a new development in the "Doc Lawrence Hat Case." The complications in this matter make us think we had better call in Philo Vance. However, it seems that feeling guilty, Doc tried to get rid of the cap by trading with a squaw at Chamberlain. Seems she wanted something to boot, and he held out for an even trade. This version can be checked up by calling on a certain conductor.

R. P. McDonell, chief clerk in the Engineering Department, at Mason City, was transferred to Aberdeen July 13th. Milton S. Olson, roadmaster's clerk at Mason City, has assumed the duties of chief clerk.

Our Milwaukee picnic was held at East Park as usual, on June 27th. The BALL GAME was the feature of the picnic. The Engineering-Store Department played the superintendent's offive, and the line-up was something like this:

Superintendent's Office: Leo Montgomery, Ed Adams, Julius Weile.

Engineering-Store Department: Claude Faber, R. P. McDonell, L. Shellenbarger, L. J. Desomery, Cliff Oesgar, Milton Olson, Ralph Boyer.

They ended up by playing one-o-cat. "Mac" made a home run.

The two million dollar fire at Spencer, June 27th did not get down as far as our property, but a greater part of the business district was swept away. The fire was hard to control and

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

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Spokane and Eastern Trust Company
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IN MILES CITY
MILES CITY, MONTANA
Capital, Surplus and Undivided Profits - - - - - $300,000.00
G. M. Miles, Chairman
H. H. Bright.....President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier
Arthur C. Schrumpf.....Ass't Cashier

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Opposite the Union Station of Chicago *Jackson Boulevard and Clinton St.*
MEMBERS OF CHICAGO CLEARING HOUSE ASSOCIATION AND FEDERAL RESERVE SYSTEM

considerable suffering was caused. The fire started with a sparkler, which was lighted in the basement of the store. The residents of Spencer have already begun to rebuild.

The Milwaukee Road was selected as the official route by the Grand Lodge Officers of the Benevolent Protective Order of Elks to their 67th annual convention held at Seattle, July 6th to 9th.

Under all conditions and at all times, T-Z Produce give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
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INDIANA WOOD-PRESERVING COMPANY
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Pictured above on the special train, which left the Chicago Union Station July 1st is (left to right): J. Edgar Masters, Grand secretary (re-elected); Bruce A. Campbell, Past Grand Exalted Ruler; John K. Tener, Past Grand Exalted Ruler and Ex-Governor of Pennsylvania; Lawrence H. Rupp, Retiring Grand Exalted Ruler; Fred Harper, Past Grand Exalted Ruler, and Lloyd Maxwell, Grand Treasurer (re-elected).

In addition to the special train for the Grand Lodge officers, the Milwaukee Road operated specials for the New England Elks, Illinois-Iowa Delegation, Minnesota-Wisconsin Delegation, Pennsylvania Elks, and the Detroit, Mich., Lodge. Numerous other delegations were carried in special cars or on regular trains.

Notes from the Willapa Harbor Branch

R. R. T.

MR. N. C. KENDALL, agent at Chehalis, is away on an extended vacation at this writing, visiting relatives at Seattle and in California. During his absence Clint "Pinky" Miles, formerly of Raymond, at first acted as agent and at present C. L. Wheeler is relieving him.

Clint Miles, who had been operator at Raymond for lo, these many years, is at present acting as relief train dispatcher at Tacoma, while everybody there is taking a vacation. His many friends would be gratified to see him permanently added to the dispatching staff. His place at Raymond was taken by "Bill" Walgren, formerly of Cle Elum. "Bill" was baching for a while, until Mrs. Walgren came over also; however, she did not like the coast climate and went back to Cle Elum so that Bill is again reduced to cooking his own prunes and frying his own ham and eggs.

Charlie Lenon, the popular and genial agent at Raymond, was away for the better part of a week in June, attending the Masonic Grand Lodge session at Bellingham, he being master of the Raymond Lodge. The near proximity of Bellingham to the Canadian border seems to have held no charm for him, except that he brought back various price lists of the Canadian government liquor store, just to make his friends' mouths water.

The freight runs on the Willapa Harbor line have now been changed so that the crews run through to Tacoma instead of only to Maytown, while the run on the Gray's Harbor line—Aberdeen and Hoquiam—is now a turn-around between Hoquiam and Maytown, connecting at the latter point with the run from Raymond. Engineer "Doc" Crane, who lost out through the change, is temporarily at Everett, and Brakeman Willis, who is in the same predicament, is temporarily at Morton.

The Willapa Harbor Lumber Mills, a Weyerbaeuser corporation, which recently acquired most of the lumber mills and timber holdings on Willapa Harbor, has reopened its camps 1 and 2. Camp 2 is near Burton on our line, and a large crew is getting out logs from there. The Weyerhaeuser people, however, have bought an engine and a large number of log flats from the Milwaukee Road and are hauling the logs to the Raymond dump with their own trains, under a trackage arrangement with our line. It looks strange to see our former engine proudly go by with WILLAPA LOGGING RAILWAY COMPANY painted where erstwhile we could admire the Milwaukee trademark, but it is a consolation to know that the entire train crew consists of good Milwaukee men, borrowed from our line.

This arrangement has necessitated putting in an operator again at Burt station, which had been closed for some weeks. A. G. Owens worked there for a short time, but has now been displaced by H. J. Court, formerly of Carnation. Burt is right out in the woods, with not even a wagon road anywhere near, and we ask you to shed a silent tear of sympathy for the bachelor cooking these good brass pounders will have to eat.

Conductors Frank Ziel and Charlie Russell, of the Willapa Harbor line, have both been on brief vacations, but on returning Charlie Russell had to go to braking, due to the change in the runs. Conductor "Spike" Neff, who formerly used to be on one of the passenger runs here, is now on one of the freight runs, and we have also had the pleasure of seeing Messrs. Hendricks and Hoffman out here in the tall timber and the heavy rain.

J. H. Thomas, formerly roundhouse foreman at Cedar Falls, is now roundhouse foreman at Raymond. Since moving his household effects to that place and setting up housekeeping again, he and Mrs. Thomas have been entertaining visitors almost continually, being their married daughters and their families, and old friends from their former home. Mr. Thomas is very particular about his handsome car and we hate to think of how often he has already washed up his car on Saturday for the Sunday drive, only to have it rain all day Sunday so that the car would look like a total loss on Monday morning; however, he cannot be discouraged and every Saturday he gets out the hose and sponge again.

D. & I.—First District

V. F. D.

THERE have been several changes made on the division the past month. Assistant Superintendent W. M. Thurber, at Davenport, has gone to the La Crosse Division. H. G. Smith, Safety First inspector, has gone to the La Crosse Division, and Trainmaster W. J. Hotchkiss has been transferred to Minneapolis. While we all regretted to see them leave the division we wish them the best of luck in their new locations.

Assistant Superintendent W. G. Bowen has been appointed assistant superintendent of the D. & I.—First District, and began his duties here July 1st.

Roundhouse Foreman Slater has returned from his vacation which was spent in Los Angeles, with his son and family. Mrs. Slater remained for a longer visit and to become better acquainted with the new granddaughter.

Marie Clifford, stenographer, spent the first two weeks of June at her home in Dubuque. Mildred Shuster also spent a week of her vacation at her home in Dubuque.

The dispatchers have been taking their annual vacations. Train Dispatcher Helton was off the first two weeks of June, and Train Dispatcher Brown and wife were motoring up around Canada the last two weeks. O. S. Kline is relief dispatcher while the vacations are in progress.

Miss Anna McDermott is the new clerk in Roundhouse Foreman Slater's office, displacing Hazel Hatfield.

Jos. Reese, boilermaker foreman, is on his vacation.

We regretted to hear of the tragic death of Peter Davis, which occurred on the 4th of July, while he and his wife were driving to Savanna from their home in Chicago to spend the week-end. Mr. Davis was employed at Savanna for about 10 years up until a year or so ago, when he resigned. He is the son-in-law of Coal Shed Foreman J. Cimeno, employed at Savanna. Our deepest sympathy is extended to the Cimeno family.

Frank Frick, assistant material clerk, moved his family from Dubuque to Savanna the first part of June.

Hazel Hatfield, stenographer to J. R. Slater, roundhouse foreman, announced her marriage, which took place August 30, 1930, in Chicago, to Sergt. Dudley, of Savanna Ordinance Depot. They have gone housekeeping in Hanover.

Chas. Plattenberger, of the superintendent's office, was off on a week's vacation during June, and from the appearance of the new paint job on his house he sure was ambitious.

Night Chief Dispatcher H. P. Buswell and family are enjoying their vacation in North Dakota.

C. O. Swanberg is the new operator on second trick, Savanna dispatcher's office, while regular Operator Kline is vacationing.

E. B. Wright, who has been second trick operator, Savanna dispatcher's office for the past three years, was displaced by Operator O. S. Kline, June 5th, due to the consolidation of Savanna Yard and Savanna dispatcher's office. Mr. Wright moved his household goods to Union Grove, Wis., where he will take charge of the station at that point. We hated to see "Ed" go, but wish him lots of luck in his new position. Operator C. T. Welch was assigned to the position of third trick in dispatcher's office. Operator W. O. Moyer has displaced Operator Radcliffe at Ebner Tower.

Jewel McGrail, formerly employed as chief caller, Savanna Yard, has taken a 90-day leave of absence and is planning on taking a trip west. Seems funny not to have Jewel around the yard office where she has been employed for a number of years, and she was presented with a lovely gift by the yard forces when her position was abolished.

We were all much grieved to hear of the accident which caused the death of D. & I.—First District Conductor Fred Greve, which occurred at Davis Jct., Friday, July 10th. Mr. Greve was working as brakeman with Conductor Prindiville on the way freight and was backing some cars into the yard at Davis Jct., when he fell from a car and had his right leg crushed. He was taken at once to the Swedish-American Hospital at Rockford, where he passed away at 3:40 P. M. that date. The funeral was largely attended, Sunday, July 12th and was in charge of the Masonic Order, of which he was a member. Our deepest sympathy is extended to Mrs. Greve in her bereavement.

Tri-City Terminal News

Switchman M. J. Flanigan was instrumental in securing a passenger from Davenport to Kansas City. Fine, M. J., keep up the good work!

For fresh fish of all kinds, see our "fishing blacksmith," C. W. Ferris.

The yard office at Nahant has gone through a cleaning process and looks much improved. They removed the dirt collectors from under the stoves, causing Harry to look elsewhere for a place to throw his cigarett stubs.

One of the wonders at Nahant (the Leaning Sand Tower) is a thing of the past, as the B. & B. Department has applied new supports and straightened up the tower.

Mr. Buckingham, perishable fruit inspector, has gone on his vacation.

Chas. Mattas, engineer, was called to Montana on account of the illness of his son.

This item is written with regret, as we are all sorry to hear of Mr. W. M. Thurber, assistant superintendent, leaving Davenport. Mr. Thurber was with us only a short time but his wonderful personality and the interest he took in things general (he came and bid all employes goodbye), also the splendid spirit he could put into a meeting, are things that will long be remembered in the Tri-Cities.

Splinters from the Wooden Shoe

C. Browning

IT is altogether too hot to think and that is why the Superior Division was missing last month, and it is just the same this month but there are a few chips flying around that must be caught.

The biggest chip that flew and hit us all was the marriage of Ed Brick of the Engineering Department. Ed just surprised us all by picking Miss Fredrica Hastings, daughter of Mr. and Mrs. M. E. Hastings and getting married Saturday, July 11. Congratulations to the both of you.

Due to not having any notes in the Magazine last month it is a little late to mention the fact that Car Foreman Frank Washburn has been transferred to Minneapolis and H. R. Jones is now taking his place at Green Bay, Wis. Mr. Jones is not a newcomer to Green Bay, having been in Green Bay previously as car foreman.

Sympathy is extended to the family of Wm. Kersten, due to the death of his wife.

Sympathy is also extended to the family of John Smith of Channing, who passed away quite suddenly. Mr. Smith was a former employe on the Superior Division and is the son of Mr. and Mrs. John F. Smith.

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of
Manganese, Carbon Steel
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KERITE
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KERITE
Gives Unequalled Service

THE KERITE INSULATED WIRE & CABLE COMPANY INC
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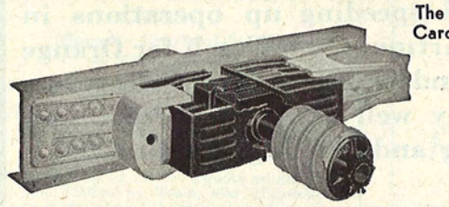
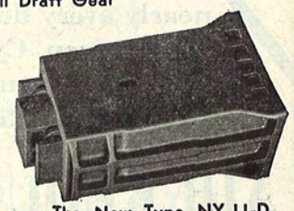
GREATER PROTECTION FOR CAR AND CARGO

The New Type L-25 Cardwell Draft Gear



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



The New Type NY-11-D Westinghouse Draft Gear

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

We understand that our traveling auditor was the recent guest for one evening of the Chief of Police at Crystal Falls, Mich. This is all we know about it and further particulars will have to be gotten from Mr. B—.

Wanted to know why Switchman Fred Marcey has to sell his shirt for thirty cents when he can get Eric Gehrke to pay him $2.50 apiece for tomatoes. Fred, you are not using your head, you better get a few more tomato plants, pray for rain and then have Gehrke go and pick them for you and pay you $2.50 on top of it. You can make money that way and you can't by selling your shirt for the small sum of thirty cents. Better think it over.

Sympathy is extended to C. G. Witters on the death of his mother.

Well, this all for the summer time, unless someone gets up ambition and sends in some news.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

SENATOR MATSON advises all his passengers en route from Janesville to Rockford, that he has a bootblack meeting his train at Beloit, and they will have to get a shine on, while waiting for the connecting train from Milwaukee.

We note in the last issue that three mechanics at Western Ave. roundhouse have combined service of 118 years, and without any injuries. This is indeed remarkable. We have a different record, which we like to mention at this time, an employe at Janesville has been with the company 51 years without even getting wet.

Believe it or not, Engineer Jack Little brought train No. 21 into town July 13th at 10:49 A. M.—ON TIME.

Alfred Koester and John Cioni have invested in white duck pants and make very nifty looking boys if you ask me. It is not the initial cost but the upkeep, that keeps some of us from having them. I understand they have to be laundered about three times a week.

Wm. S. Perrigo, president of the Lakeside Signal Co., passed away at Rochester, Minn., on July 2nd, after only a few weeks illness. Mr. Perrigo was well known among the railroad men in this territory, and was a personal friend of Vice-President J. T. Gillick. Mr. Perrigo's pleasing personality made him popular with all who had any contact with him. His presence will be missed, but his kindness and thoughtfullness will never be forgotten. The sincere sympathy of the employes of this division are extended to the sorrowing family.

Porter Gust Zick thought that prohibition has been abolished as he transferred two barrels of beer from the Milwaukee freight car to Senator Matson's train for Rockford. "Gus" says it was Miller's High Life. Lightfield and Armock made an inspection, but could not determine the percentage by the smell.

Ticket Clerk Armock was laid up for a week during the recent hot spell. Glad to report him back on the job at this writing.

Joe Larkin is spending his time up at his summer home in northern Wisconsin.

Safety Inspector Bauer is now holding down the dispatcher's key at Milwaukee, after an absence of almost two years from this form of work.

Dispatcher McCann and wife are vacationing in southern Illinois and Ohio.

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as a part of every day procedure and in cases of emergency, is effecting many economies and speeding up operations in nearly every department. ¶Watch for Orange Airco Oxygen Cylinders, Black Airco Acetylene Cylinders and sturdy well designed Airco-Davis-Bournonville Welding and Cutting Torches.

AIR REDUCTION SALES CO.

McCORMICK BUILDING, CHICAGO

New York :: Milwaukee :: Minneapolis

Dispatcher E. F. Hoye is back on the job after two weeks in the out-of-doors. He has acquired a healthy coat of tan.

If you want all the dope on who is going to win the world's baseball series this fall see R. M. Telfer. He is right to the minute on this and can give you the batting average of any player you ask for.

Business is picking up—we recently saw W. E. Bates with his working clothes on.

Miss Nellie Menhall, who formerly worked at the master mechanic's office, Beloit, still has the interest of the railroad at heart. She brought down three passengers for Yellowstone Park. This was certainly appreciated by yours truly, and we trust we can reciprocate.

Dispatcher Morrissey is now operating a Packard sedan. We have not as yet met him him on the highway, but are in hopes of showing him the spare tire on our Plymouth.

Engineer Morgan is quite a stranger, we have not seen or heard from him for several pay days. Will someone tell him to drop in at the ticket office and report.

Floyd Campbell is now working on the Ladd lay-over.

Fred Franks, our singing engineer, is also an execellent fisher. He recently took a fishing trip and came back with six stitches in his cheek, being cut by a flying fish out of Lake Delavan. Sure some speed with that reel and rod.

Snippy Clark has a great assortment of card tables. They are all shapes and sizes. Look him up the next time you ride No. 20.

Engineer Bush recently celebrated his 25th wedding anniversary. Congratulations, Bill, here's hoping you hit number 50.

Conductor Bill Smith and wife attended the St. Louis-Chicago doubleheader ball game on July 9th. Bill reports a very enjoyable time.

O. F. Butler is now agent at Florence, Illinois, and Operator Shugrue is working a trick at Rockford, Ill.

Jerry Grieve, conductor on the Illinois Division, and well known to the rails around Beloit, was fatally injured July 10th, while in service. The entire particulars are not at hand at this time, and full detils will be given in the next issue.

Section Foreman Fred Jones has given me the following clipping from an issue of a daily paper, and it is very good. It is introduced as The Great Destroyer.

THE GREAT DESTROYER

I am more powerful than the combined armies of the world.

I am more deadly than bullets, and I have wrecked more homes than the mightiest of siege guns.

I spare no one and find my victims among the rich and poor alike, the young and old, the strong and weak.

I lurk in unseen places and do most of my work silently.

You are warned against me, but heed me not.

I am relentless; I am everywhere; in the home, on the street, in the factory, at railroad crossings and on the sea.

I bring sickness, degradation and death, and yet few seek to avoid me.

I destroy, crush and maim; I give nothing, but take all.

I am your worst enemy.

I am carelessness!

—The Paper Industry.

We were all very sorry to learn of the death of Wm. Joost, master mechanic, with headquarters at Milwaukee. Mr. Joost had charge of this district and was a very frequent visitor at Beloit. Traveling Engineer Hughes and Roundhouse Foreman Messer attended the funeral services which were held at Milwaukee.

Yardmaster Wobig is at the present time breaking in an assistant, so it is evident that a large volume of business is expected shortly.

Conductor Cavey is spending a few weeks vacation away from his duties as captain of the Southwest Limited. His work is being ably handled by no other than Mr. J. N. Kelly.

Bert Wickler, at Davis Jct., had quite a time keeping cool during the recent hot spell. Understand he had several cakes of ice under his chair and a case of Prima Special in the ice box. Well, well, well. Let's hear from you Bert, Matson is anxious to keep a line on your actions.

Chicago Terminals

Guy E. Sampson

MR. D. T. BAGNALL has rented a beautiful bungalow in Bensenville and we really believe he is going to get moved here, although Mr. Givens, who was assistant superintendent prior to Mr. Bagnall's promotion, which brought him here, only stayed about nine days. Well, we have been informed that those rapid-fire changes only come about once in a life time so we all feel we are going to get acquainted with our new assistant superintendent for sure.

Born May 29th, to Car Department employe Harry Miller and wife, a daughter. All doing fine, and baby has no trouble keeping warm in this 100-above-zero weather.

Train Director James Kirby spent a few days up on the shores of a Wisconsin lake with his brother, Mike, at the cottage. The men say very little about how many and how big ones they captured, but we have it from good authority that fish was the principle dish on the menu while they were camping. And they had a wonderful time as well.

Ruth O'Keefe, former bookkeeper in the assistant superintendent's office, and daughter of General Yardmaster James O'Keefe, accompanied the Sampson family on their trip to California.

Douglas Coutts, of Chief Car Clerk Franz' office, spent his vacation in Detroit and Windsor. Says all that talk about "Canadian drinks" is the bunk. They have learned over there, as well as here, that the more apt a drink is to kill the one who buys it, the quicker it will sell and the more profit there is in it for the seller. Doug's son went up into Michigan, where he claims to have had the best time of the two. He was up where the "big ones" bit readily and he had proof of the fact when he returned.

The following in the terminal are on vacation: Mr. and Mrs. H. E. George, on their tour to Excelsior Spring; Wm. A. Rieger is at Pound, Wis., where fish and skeeters are thick; Frank Bronkhorst pulled a new one—drove his new baby Lincoln to Sioux City to prove to the home folks the banks have not all closed.

The canning season is on, and everyone connected with cars or switching know what "blow empties" are.

It has finally leaked out that Joseph Burk and William Dargan were seen at the Palmer House a few weeks ago with their soup and fish suits on, and no one would ever suspect them of working around a railroad, from the tribe they were traveling with.

Mr. W. C. Bush has the white shoes all polished and painted up for the summer and he was noticed a few days ago with a new white tie on when the thermometer registered 120 in the shade.

Business is gradually on the pick-up in the Terminal and we are all looking forward to a good prosperous winter. Work is progressing very nicely on the track ballasting and relaying of rail between Pacific Jct. and Bensenville. We will have some real high-speed railroad when Messrs. Wuerth and Whalen finish the job.

Switchtender and Mrs. Finan are the proud parents of a baby daughter born June 29th.

East End Crew at Galewood—3:30 P. M.

NOW listen all you switchmen,
And I will tell to you,
Of a good job of raw hiding,
By a good raw hiding crew.

Right up in the engine cab,
We've got a little runt,
His name is Willie Olsen,
And his head I'd like to bump.

He tells a witty story,
And laughs aloud with glee,
He smokes a Swedish stogie,
Made in sunny Italy.

His tallow pot is on the job,
A tall and lanky man,
His name I will not mention,
So guess it if you can.

McAdams is the head man,
Bill Willmer works the field,
Savage is the foreman,
And Reiger, the overseer.

McAdams is a dandy,
When it comes to pulling pins,
With the ladies he is handy,
And his feet he sure can sling.

If you see a dark streak, tearing
Across the tracks today,
You can gamble it is Willmer,
And he's heading for the bay.

He rushes to the Class Yard,
And throws a switch or two,
Then grabs a car and rides it,
On class yard twenty-two.

Then Savage is short handed,
And just as sure as h——l,
He turns to old John Kirby,
"Back lead," to him he yells.

"Shove in the clear," says Reiger,
"You're tying up the works,
Let John R. switch the house cut,
His feelings I won't hurt."

Milwaukee Railroad Employees in Chicago District!

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Modern in Every Respect. Free Gas, Electric Refrigeration

TRANSPORTATION—Twenty minutes to Union Station by Train, also Milwaukee Ave. surface line and frequent Addison St. bus service.

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Then Kirby comes a-running,
And stops us in the clear,
"Don't stop the second Healy,
Or from Hansen you will hear."

When the dust it is all settled,
And the smoke has cleared away,
We go to work a-switching,
For the balance of the day.

We spread out all the "J" Lines,
And in the yard they lay,
We bunch up males and bundles,
Throughout the live long day.

We grab a bunch on 7,
And bale them in on 9,
Then we rake them all together,
And make her up on time.

The milk cars on the back lead,
Then double onto 5,
And here is where the trouble starts,
When reiger loudly cries:

"Hold your train wide open,
More "J" Lines are to come,"
So we tear it all to pieces,
And we do it on the run.

Weaver has a "J" Line,
Riley has a few,
Brown then comes a-tearing,
He also brings in two.

On the phone there comes a jingle,
A voice so firm and quiet,
Says, "Wiltse's got a "J" Line,"
Then Reiger wants to fight.

Wiltse comes in whistling,
Sort of soft and low,
And walks up to Bill Reiger,
"Where is the overflow?"

The air man and the oilers,
Then all form in line,
And dash around like madmen,
To get her out on time.

Savage then gets busy,
To finish up the train,
He's got a timid nature,
But he gets there just the same.

He lights a pipe of Tip Top,
So as to clear his brain,
And he gets the cars together,
For the damn old "J" Line train.

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

Willie

WHILE we do not have the detailed report, we hear that Vivian Vanderwalker, daughter of Conductor and Mrs. O. G. Vanderwalker, and Joe Gordon, city mail carrier, were married in Anaconda a few days ago. They will make their home in Deer Lodge. Congratulations and best wishes from all the division goes with them.

All of Deer Lodge was shocked to hear of the sudden death of Axel Strand, for many years car foreman at Deer Lodge, and later general car foreman between Avery and Mobridge, moving only a couple months ago to Tacoma as general car foreman on Lines West. Death came suddenly at Miles City while he was on a trip of inspection over the lines. He is survived by his wife and a brother, A. A. Strand, of St. Maries. The funeral was held at Tacoma, Tuesday, July 7th. Sympathy of the division goes to the bereaved.

Mrs. W. E. Brautigam is visiting in Tacoma for a couple weeks.

Mrs. C. F. Horning and daughter are visiting Mrs. H.'s parents on the coast.

Had a visit from Safety Inspector Cunningham last week. L. S. is a busy man now, getting time to cover all of his territory, as it has been extended to include Great Falls Line and to Seattle and Tacoma now.

Mrs. Earl Bench is visiting in California for a couple weeks.

Mr. and Mrs. Otto Weiher spent the 4th with Mrs. W.'s parents in Sand Point, Idaho.

Mr. and Mrs. W. W. Black are away on a vacation of two weeks.

We keep getting acquainted with a lot of new people in the Clerical Department, and some of the familiar ones go and don't return very often. After spending a number of years in Missoula, Bill Harper is helping out at the Deer Lodge freight depot. Miss Mae Cunningham's familiar face at the Deer Lodge roundhouse office for so long, is not now, but don't know where she has located. Maybe she is still looking for that nice rich old man. Miss Helen Soike, of Avery, is now with the Deer Lodge Car Department clerical force, and Archie McCabe is doing the honors at the Deer Lodge yard office.

Mr. and Mrs. Hardy Pears, from Avery, spent a week with Mr. and Mrs. J. E. Pears in Deer Lodge.

Mr. and Mrs. Frank Walters have moved back to Deer Lodge. Frank is steadily improving after his operation for kidney trouble in a Tacoma hospital, and will report for work soon.

With all the Elks' specials we had quite a stroke of business over the 4th. It kept some of the boys guessing to keep the railroad moving and attend to the celebration too.

The rodeo staged by the shop crafts at Deer Lodge was a grand success. The weather was ideal and the crowds for both days were good. Look for the one next year. It will be better yet.

Mrs. J. T. Josephson, wife of Dispatcher Josephson, with the two children, are visiting relatives in North Dakota. J. T. J. is relieving dispatchers in Harlow.

Now along comes one of the fellows who has been brought up with a typewriter and starts fanning it. Trying to make me believe it is running hot. That makes me angry, so I will quit right now. Well, goodbye everybody.

River-La Crosse Division

M. M.

THE Fourth of July passed very quietly—another indication that Safety First is being practiced at all times, and after all it is just a habit. But it takes the Safety First Department to educate us all on this idea and they surely have succeeded.

And by the way, we take this opportunity to welcome Mr. H. G. Smith, who is the new Safety First inspector. Hope Mr. Smith likes this part of the country.

In June, at West Point, occurred the graduation of Eugene Hiddelston, son of Wm. Hiddelston, former chief clerk on this road, and Eugene is also a nephew of the Misses Emily and Nelle Hiddelston, of Minneapolis. Understand that Eugene graduated with high honors and received much recognition. However, modesty prevails in the Hiddelston family, and was unable to receive all details. (N. A. H.—why don't you divulge these honors.)

Roundhouse Foreman R. J. Cadden moved his household goods to Wabasha to take up residence. His wife and family have arrived and "Bob" is going to be notorious for his famous catches in the Mississippi before long.

Assistant superintendent, motive power, Mr. J. E. Bjorkholm, visited La Crosse and Minneapolis and surely was a welcome caller.

Boilermaker George Wharton and wife spent the Fourth and week-end at Minneapolis. Mr. Wharton took advantage of the two-day vacation.

The excursion trains have been very popular and it is evident that when the public travel they do and eventually will take the reliable trains.

Mr. H. C. Birler, formerly cashier at Lake City, has been assisting with the work at Hastings during the past month.

Care Foreman C. Beherns and wife, of Wabasha, are spending a two weeks' vacation in the western part of the state. Mr. John C. Houts is taking care of the work during the absence of Mr. Beherns.

Mr. T. Corbiel, formerly lunch counter manager, stopped at Wabasha for a few minutes to greet friends. Mr. Corbiel was en route east.

While Kansas City and various other places were congratulating themselves with the good fortune of having Mr. H. F. Gibson with them, everyone on the River Division was silently wishing he would soon come back to the River Division, and sure enough, wishes finally came true. Now everyone is endeavoring to do their best to help and co-operate to make it as pleasant as possible so Mr. Gibson will stay.

Squeaks from the Milwaukee Division—First District

H. E. W.

OUR deepest sympathy is extended to the family and relatives of veteran Engineer J. Foley, who passed away the early part of July, after a short illness.

Conductor Jim Yahnke sent his uniform to the cleaners recently to have it made spick and span again, and while awaiting its return has taken a job as boss of the Rondout switch engine.

Operator Councilman is now yardmaster and agent at Truesdell, in place of Lem Oskins, who has been granted a leave of absence.

Conductor Joe Knee has forsaken the boys on the brownies and taken a job braking on passenger for the summer.

Our best wishes for a speedy recovery are extended to the wives of Conductors Zimmer and Terwilliger, both of whom were overcome with the heat during the recent hot spell.

Twin City Terminals

Mechanical and Store Departments

N. A. H.

WE are now located in our new offices on the second floor of the Store Department Building, which consists of the office forces of the Store, Car and Locomotive Departments as well as the trainmaster's office. With a little more touching up everything will be 100 per cent. Everyone took a hand in moving. Chief Clerk Walt Johnson, of the Car Department, was discovered in the act of pushing the banana wagon up the paved road—all he was short of was a bandana handkerchief tied around his neck.

Our congenial "boy friend", Ray Daniels, was just one jump ahead of the heat wave that swooped down upon Minneapolis. Ray sailed from Duluth down the Great Lakes to Detroit and reports a wonderful time and an ideal trip.

Miss Agnes Robertson, clerk in general foreman's office, is taking her vacation at this time.

During the past month quite a few of our employes passed away.

Mr. Emil Busterud, employed at South Minneapolis roundhouse, passed away June 11th.

Mr. Chas. Sanborn, River Division engineer, but of late years working in the terminals, passed away June 19th after a long illness.

Mr. S. J. Evans, former River Division engineer, passed away June 29th at the Masonic Home, after a long illness.

Mr. Wm. Ward, of the Claim Department, passed away after a long illness, June 29th. His son, Mr. George Ward, works in the Store Department at South Minneapolis, and we extend our sympathy to the family in their loss.

Miss Murphy, of the Store Department, certainly enjoyed her vacation, which was spent in the north over the boundary line, and reports a wonderful trip and wonderful climate and all that goes with it.

Des Moines Division Items

Frenchy

MRS. C. E. ELLIOTT and daughter, Marion, recently returned from Chicago, where the latter has been visiting for several weeks.

Mr. E. O. Watts, formerly agent at Clive, and an employe of the company for many years, passed away June 23, 1931. Mr. Watts will be missed by his many old-time friends, who have worked with him on the railroad these many years.

We understand that Mr. Ray Dawson, who is confined to Broadlawns Tubercular Hospital, is improving slowly. This is good news to his many friends who have been very much interested in his recovery. We presume he would still be glad to receive any cards or letters and an occasional visit from his friends.

It is rumored that W. C. Moody met with an auto accident recently, but ye correspondent has been unable to get any details on the matter. Guess it was not serious, as we understand he is working again.

Mr. and Mrs. Wm. McClintock are the proud parents of a young son, John A., who arrived in their home about July 5th. Weight, 9 pounds, 12 ounces.

C. Osborne, agent at Jefferson, laid off three days recently, and was relieved by an Iowa Division man.

G. J. Foxhaven, agent at Panora, was off duty a few days in July, taking a trip to Milwaukee and Chicago. He was relieved by Vern McGee.

We understand our roadmaster, Mr. Hyson, was looking diligently for a young lady to accompany him to a show recently, without much luck. Don't know whether or not he finally succeeded, but assume he would not have much trouble—provided he paid all expenses.

Miss Jean McGinnis spent the week-end of June 22nd visiting friends and relatives in Dubuque.

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Those who use the FAIR Rail Anti-Creeper appreciate that it is a device of quality precisely made, simple and easy to apply, dependable and that it has a long life.

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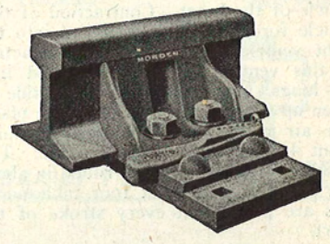

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CHICAGO

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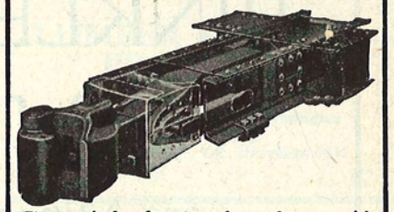

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is successor to timber treating operations of
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Both of Seattle, Washington
Plants located at Eagle Harbor and West Seattle
Main Office: 1118 Fourth Avenue, SEATTLE

Resuscitation

(Continued from page 8)

The heart, by its involuntary contraction and expansion, acts like a pump, forcing the blood through the blood vessels. These vessels, of comparatively large size at the heart, extend by numerous branches to all parts of the body, the final subdivision of the branches being the "capillaries" which are spread through all the bodily tissue and through whose thin walls this tissue receives its nourishment from and discharges its waste elements to the blood. Pure blood flows from the two lungs into the upper left auricle of the heart. This part contracts and the blood is forced through a check valve to the left ventricle. Contraction of this ventricle with the resulting pressure on the blood in it causes this check valve to close and the outlet check valve in the ventricle to open, and pure blood is forced through it to all parts of the body. The blood gives up its oxygen through the capillaries to the tissues, receives the waste product, carbon dioxide, and flows into the right auricle of the heart. Contraction of this auricle forces this impure blood into the right ventricle and, in turn, contraction of this ventricle forces the blood into the lungs, where the carbon dioxide is given up and oxygen received in its place. The air which is breathed out contains about 4.4 per cent carbon dioxide. The blood makes this complete round in about two minutes, and about four tablespoonfuls are pumped at every stroke of the heart.

What has been said will help to show how important the breathing process is and what we are trying to accomplish when we apply resuscitation measures.

Some very interesting information in this connection was published in The Journal of Industrial Hygiene in October, 1930, in an article by Mr. Wills Maclachlan. He says that reports were obtained on some seven hundred cases of injuries by or due to electricity. Of these cases, 479 were of such a nature that the results of application of resuscitation measures could be observed, and these results are very interesting. The cases occurred between the years 1918 to 1929, inclusive.

The percentage of successful cases of resuscitation was 58.8 per cent for the three hot months of July, August, and September against 69.8 per cent for the other months of the year. This may be due to the fact that the men were wearing less clothing in the hot months and, therefore, not so well protected by the insulation offered by clothing and because perspiration decreases the contact resistance between the skin and electrical conductor, so that more current flows. The greater the current that flows through the body, the more serious are the effects of shock. Be all the more careful in summer against getting shocked.

The percentage of successful cases between the hours of 8 to 10 A. M. of the working day was 56.4 against a percentage of 72.5 for the hours 10. A. M. to 3 P. M., leaving out the noon hour, and of 63.5 for the hours 3 to 5 P. M. Perhaps in the earlier morning hours, when men are fresh, they tend to rush their work at the expense of safety. In the final hours of the day, the poorer showing, as compared with the middle hours of the day, may be due to the men being more tired, and, therefore, less watchful against accident. Be all the more careful during the early morning and late afternoon hours.

In 282 of the cases the victim of the shock fell clear of the wires or conductors and the percentage resuscitated was 70. In the remaining 197 cases, the victim had to be pulled clear and the percentage was 63. It is reasonable to assume that in the cases where the victim had to be pulled clear of the conductor, the current passed through him a greater length of time than in the cases where the victim fell clear, so that these relative percentages indicate the importance of breaking the contact between victim and conductor as quickly as possible.

In 361 of the cases resuscitation was started within three minutes after the accident, and was successful in 254, or 70 per cent of the cases. In the remaining 118 cases of the 479 of the study, resuscitation was not started until after four or more minutes had elapsed, and was successful in 69 cases, or only 58 per cent as against the 70 per cent just mentioned. This emphasizes the importance, generally pretty well recognized, of starting resuscitation without an instant more delay than absolutely necessary.

Just as important is the point of continuing the resuscitation movements even though the case looks hopeless. Our present instructions are to keep on with the Prone Pressure Method until the doctor says the patient is dead, but in no case less than four hours. To drive this idea home, I am going to quote from Mr. Maclachlan's article his description of what he says is "the longest case of resuscitation after electric shock that has come to the author's attention." This is the description:

"On May 22, 1927, at 2 P. M. a young lineman in a town in Ontario received a shock of 22,000 volts from head to hands and legs. He fell back into his life belt, unconscious and not breathing. He was lowered to the ground by fellow employes and resuscitation was commenced at once. A doctor was called, and the patient was removed to the hospital in an ambulance, resuscitation being carried out during transportation. Boards were placed over a hospital bed and resuscitation continued. At 2:40 P. M. long distance telephone communication between the attending doctor and consultant in Toronto was established and maintained as required. Sufficient trained employes remained in the hospital in order to relieve each other and thus carry out resuscitation efficiently without fatigue. Attempts were made from time to time to stop resuscitation, but the patient would not breathe voluntarily. Between 7 and 8 P. M. the patient became cyanosed, but this cleared up on change of operators. At 10 P. M. the patient breathed of his own volition, and manual resuscitation was discontinued. Employes were left in the hospital during the night to apply resuscitation if necessary. The patient stopped breathing once, but recommenced before resuscitation could be applied. By continued application of efficient prone pressure resuscitation, success was reached after eight hours' effort."

The article to which we have been referring also gives information of particular interest to the electrical men, with regard to percentage of successful cases of resuscitation as related to the voltage of the circuit involved. This information is shown in the following table:

	Cases	Per Cent Successful
Under 750 volts	65	41 or 63
750 to 5,000 volts	212	138 or 65
5,000 to 40,000 volts...	167	116 or 69
40,000 volts and over ..	26	23 or 88
Lightning	2	2 or 100
Induced current	4	2 or 50
No voltage given	3	1 or 33
Total	479	323 or 67

It will be noted that the lowest percentage applies to 750 volts and under. This, of course, does not necessarily indicate that the lower voltages are more dangerous than the high voltages. It may result from the fact that the duration of the contact in the case of the high voltages is generally shorter than in the case of the low voltages, and the effect of shock correspondingly less severe.

In any event, the table shows that in 67 per cent of all the cases considered resuscitation was successful. This fact, among all those which have been brought out, is the one which should most attract our attention and lead us to earnest consideration as to why our own record in application of resuscitation measures has been so unsatisfactory and as to how we can improve this record. Our percentage of successful cases is almost negligible. This may be due to several reasons.

First: The resuscitation may not always have been properly carried out. There may have been too much delay in applying it, the movements may not have been made correctly, the patient not kept warm, or the movements not continued long enough. Investigation of individual cases show that at least some of these faults have existed and may have been responsible for failure to resuscitate. It is hoped that the present instruction campaign will remedy this situation.

Second: In most cases the patient has been placed under the direction of a doctor within a comparatively short time, say, an hour or two, after the accident has happened, and Prone Pressure treatment interrupted by his examination, the latter resulting in the case being pronounced hopeless. Such diagnosis may in all cases have been correct, but it is possible that in the section of the country traversed by our railroad the doctors, as has been found the case in other similar sections, have not had much occasion to apply treatments for electric shock and are not familiar with the latest ideas and methods which should govern such treatments. This situation is being given attention by the chief surgeon of the Milwaukee Hospital Association. In every case of electric shock the Prone Pressure treatment should be continued for a period of at least four hours, and should not be interrupted during this period, even when the case is reported hopeless.

Third: It may be that the conditions under which most of our accidents have occurred have been unfavorable as compared with the average throughout the country and that the effect of electric shock may be influenced by the character of current involved, that is, whether alternating or direct current. Most of our accidents have naturally taken place due to contact with 3,000 volts direct current. Studies are being made with respect to the effect of kind of electric current as regards shock, but no definite conclusions one way or the other have been reached. In any event, considerations such as this would offer no excuse for our not doing everything possible to improve our resuscitation performance and to get the results others seem to be getting.

The purpose of stating possible causes of our not getting better results is so that we can take advantage of a knowledge of them and try in the future as hard as we can to eliminate them. Individual effort is all important. Without the co-operation of the individual employe and a knowledge on his part as to how to apply the resuscitation measures, our safety endeavors in this connection cannot be successful. These resuscitation measures can be carried out only by the men who happen to be present when an accident occurs.

Station WLE

Harriet

WELL, howdy, August, wonder what your bag o' tricks contains for us? Vacation for some and hot weather for the rest—fan mah brow!

July and the heat had most of us, but it sure did get Rosie. What do you mean by getting nightmares in the daytime, Rose?

(Humming) happy birthday to you, um, um, oh, 'stoo hot; well anyway, happy birthday (even though a little late) to Rose Caro, Miriam Friedman, W. L. Ennis, Donald Youngs, S. F. Philpot, W. E. Hall, Otto Stainer, A. M. Phelps and Arthur DeGarmo.

Talk about vacations and cooling off. Mary went up to Mount Rainier and Rose and Helen went down to Mammoth Cave, Kentucky. Rose sez to be sure and get acquainted to Ross MacDaniel, the picture takin' man of Mammoth. Of course, he sent Rose a paperweight made of raw Mammoth rock, but there might be a possibility of your getting one, too.

Takes Ray to plan a seven-thousand-mile-non-stop-vacation trip—Chicago, Seattle, Skagway, Alaska, with an interior water trip of 80 miles, back to Seattle, P. P. System to Omaha and home.

Varied vacations—Ruby had her tonsils out, and time out does not seem to agree with Donald (?).

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CLASSIFIED ADVERTISING

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

For Sale—My seven-room house (four bedrooms), in village of Golf, Ill., sixteen miles from Chicago on C. M. St. P. & P. One-half acre ground covered with shade trees and shrubs, orchard, small fruits. All modern conveniences. Hot water heat with oil burner. Two blocks from C. M. St. P. & P. station, thirty minutes to Union Station. A. L. Eidemiller, 809 Union Station, Chicago.

HERE'S A SNAP FOR A RETIRING RAILROADER—Five-acre irrigated fruit and chicken farm. 19 miles from Spokane and ½ mile off Trent Highway, in the famous Spokane Valley. Buildings—Four-room living house, 1 40ftx20ft. chicken house; 1 32 ftx18 ft. chicken house; 1 20 ft.x18 ft. chicken house; also a stable. More than 265 bearing fruit trees. All taxes amount to about $27.00 per acre per year. About $400.00 cash will handle this tract, balance $100.00 per year and interest. Giving it up account old age. H. B. Smith, 1818 S. Hatch St., Spokane, Washington.

For Sale—Six room house on corner lat 70v125. Furnace heat. Address 1115 S. Sheridan St., Spokane. Price $2,000.00. —no interest. Write or call H. B. Smith, Terms, $200.00 cash and $25.00 per month 1818 S. Hatch St., Spokane, Washington.

For Sale—English call ducks, $6.00 trio. S. R. Wood, Freeborn, Minnesota.

For Sale—Three choice lots on northwest corner South 64th and G Street, Tacoma, Wash. H. J. Whatmore, 618 White Bldg., Seattle, Wash.

For Sale—Chinchilla and Flemish giant rabbits. Some black Flemish giants. One dollar each. Address Marlow N. Stotts, Perry, Iowa.

For Sale—A few units in a very promising mining property, located in western Montana, which is being developed by railroad men. If interested, will be glad to mail full information on request. C. J. Coleman, P. O. Box 115, Saltese, Mont.

For Sale—Four nicely marked, pedigreed Boston terrier male puppies. F. J. Jiran, Groton, South Dakota.

For Sale—Ladies' beautiful powder bowls turned out of genuine Montana Cedar and Juniper wood. Light, medium and dark colors. $1.50. These are real art bowls. Send all orders to J. L. Boyer, 402 S. 2nd St., Missoula, Montana.

For Sale—Perfectograph, comple, almost new. $15, prepaid. Address Donald Gustafson, Neola, Iowa.

Save-I-Silk—My marvelous new product will lengthen the life of your silk hosiery so that it will give three times the wear. It toughens the fiber of the silk without damaging the fabric or tint of the hose. One package sufficient for 6 pairs of stockings. Agents wanted. Price, 25c per package. C. L. Sundberg, 226 N. Helin, Sioux City, Iowa.

For Sale—Vacant lot, 56x192, on Hickman Ave., Des Moines, Iowa. Paved street and all specials in and paid. Will sell cheap for cash. S. E. Moore, 2nd Operator, Mystic, Iowa.

Nocque Beach Resort—Lake Nocquebay near Crivitz, Wis., on C. M. St. & P. R. R. Safe sand beach. Good fishing. Ideal place for high blood pressure sufferers, affording complete rest. Furnished cottages, including boat, ice and electric service, $10 to $30 per week. Meals served if desired. Patronize a fellow employe. For folder, write R. Maguire, 2128 N. 34th Street, Milwaukee, Wis.

Cottages for Rent—By week or month, on east shore of Pine Lake, Forest County, Wisconsin. Screened porches with drop curtains. Running water; ice, boats, fuel for lighting, heating and cooking included in rental. Rates: $15.00 to $25.00 per week. C. W. Mitchell, 1546 S. 10th St., Milwaukee, Wis. Phone Hanover 0196.

Bob came over one day and blushingly offered apologies for belated thanks for flowers, etc., when he was so very sick in the hospital. We all understand, Bob, and want you to know it's the duty of the well fellow to offer his best to the sick fellow. There are a lot of banks on the bum right now, but the "Bank of Health" is wealthy, and we know, Bob, by your deposits of careful diet and plenty of rest, you're going to be a wealthy man one of these days.

The following tickled Bob one day: R-r-ring —Rose Caro called to phone. Substance of conversation: "Hello, yes—yes—yes—yes—yes! —yes!— all right—goodbye!"

West I. & D. Division

Edna Bintliff

MR. W. P. PETERSON, agent at Mt. Vernon, wife and daughter, spent the 4th in the Black Hills.

Mr. John Johnson, grievance man for the carmen, was a Mitchell visitor July 8th.

Operator Hathaway and wife, of Postville, visited the Black Hills this month.

Mr. C. H. Heinhold, car foreman at Mitchell, was called to Parker, South Dakota, because of the death of his mother, Mrs. G. Heinhold. The funeral for Mrs. Heinhold was held at Parker on July 9th.

Miss Emma Reyner, cashier, Mitchell, is visiting at the home of her sister, Mrs. Wm. Logan, at Rutheven, Iowa.

Mr. T. T. Dunsmoor and wife spent the 4th at Fort Dodge, Iowa.

Mr. R. A. Shall, extra relief agent, is in Mitchell, where he is relieving Miss Emma Reyner, cashier.

Third Trick Operator Kellerman, of Rapid City, passed around the cigars June 23rd, with the information that he had taken unto himself a wife. Congratulations, Kelly.

Bulk cement is moving from the South Dakota Cement Plant at Rapid City in large quantities to various paving projects east of the Missouri River. Recently had a solid trainload of cement from this plant.

Mr. Harold Lindahl was a visitor in the Twin Cities during the latter part of June.

Robert Montgomery and wife were visitors in the Black Hills during the National Guard's encampment, where they were guests of their son, Leslie, who is a musician in the military band.

Chas. Woodman, engineer, was in Wisconsin during the early part of July, where he visited all of the lakes worth fishing in. He missed some good fishing in Lake Mitchell while he was away.

The new Abbatoir Company, at Mitchell, South Dakota, began work July 6th. When they get up to full running capacity expect to kill 500 hogs each day. This company is a branch of the Hormel Company, of Austin, Minnesota.

Coal conservation meeting was held at Mitchell, Thursday evening, July 9th. Mr. M. J. Flannigan, the new coal supervisor, was present and gave an interesting talk upon the importance of this work.

Mr. W. Shea, general roadmaster from Chicago, was out over the West I. & D. Division early in July.

Mr. W. F. Ingraham, superintendent, was in the Black Hills' territory July 8th and 9th.

Mr. A. M. Martinson, district master mechanic was a Mitchell visitor July 9th.

Sioux City Vets' Picnic

Mrs. Ben Rose

SIOUX CITY to Seattle. Milwaukee Railway vets held their annual picnic in Fairmont Park, June 21st. Mrs. A. H. Little and Mrs. J. H. Sutherland proved a very efficient eats committee, as the fifty participants will gladly testify.

There were fresh cherry pies, angel food cakes, and ice cream in such quantities that even the children were surfeited with their favorite summer dessert. E. J. Hopkinson won the coffee consuming contest on the eighth cup, and for two such skinny men, one wonders at the food storage facilities of Murray Burrells and Harry Hopkinson.

But it is an exceedingly great joy to us poor women, whose eternal vigilance in calory counting is the only and high price of a silhouette, to watch the other sex take what comes—and plenty of it—heedless of oncoming fall styles. Food must be consumed, or 'twould be no picnic, and on that day our "GOD'S GIFTS TO WOMEN" did full justice to the spread.

Our kiddies put up quite a ball game, while their fathers gave voluble instructions from the side lines, none of them, however, could be induced to take the bat and demonstrate their pet theories.

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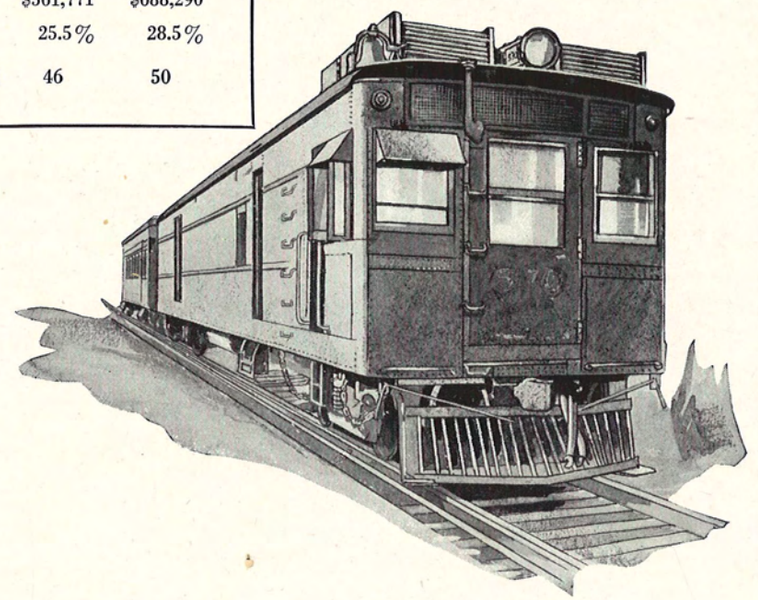
	1929	1930
Number of Gas-electric Motor Cars	53	57
Total Motor-car Investment	$2,196,000	$2,413,273
Total Motor-car Mileage	3,146,898	3,341,004
Availability of Motor Cars	92.3%	94.0%
Total Operating Cost per Mile, Including Interest at 6% and Depreciation at 8%	$0.3921	$0.3658
Estimated Cost per Mile of Steam Train Service	$0.57	$0.57
Saving Due to Use of Gas-electric Cars	$561,771	$688,290
Net Return on Investment	25.5%	28.5%
Number of Cars G-E Equipped	46	50



THIS two-year record of gas-electric rail-car operation, with its remarkable return on capital investment, is based on an estimated steam-train cost of 57 cents per mile. The use of these 57 motor cars also permitted the retirement of 206 steam locomotives. This record was made possible only through the use of electric transmissions, and it proves beyond doubt that the G-E equipped rail car is, in part, the answer to the railroad problem.

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