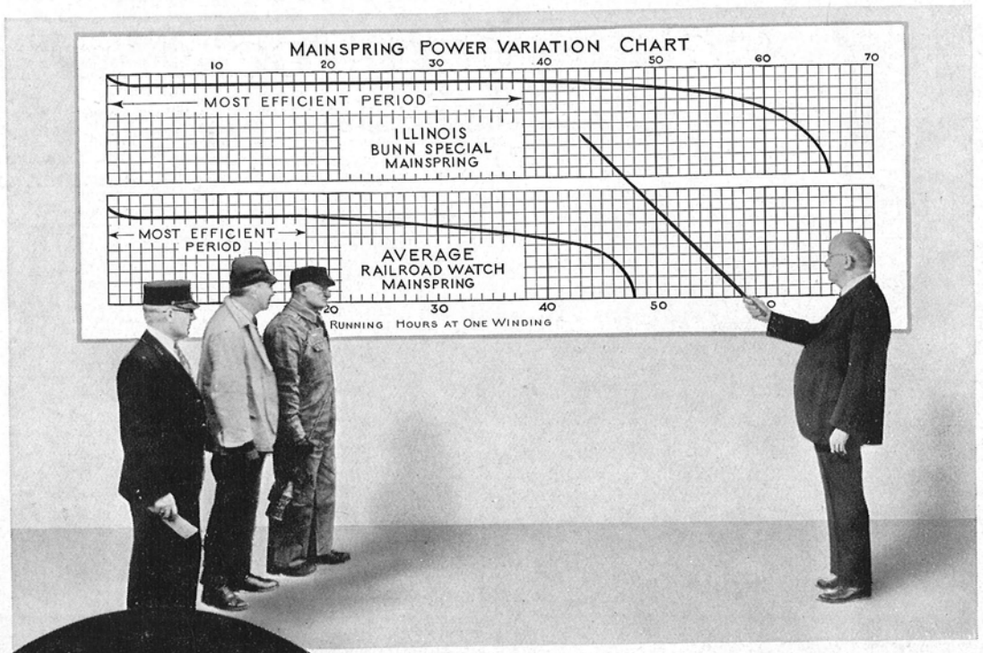


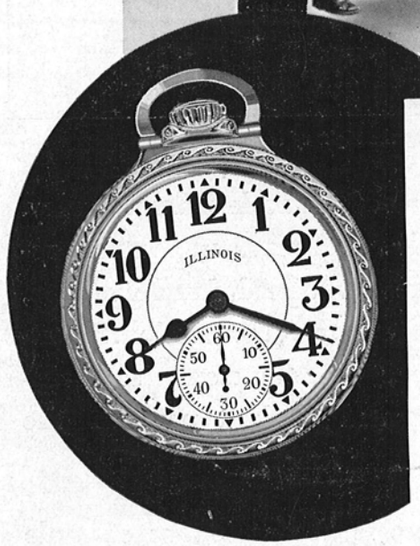


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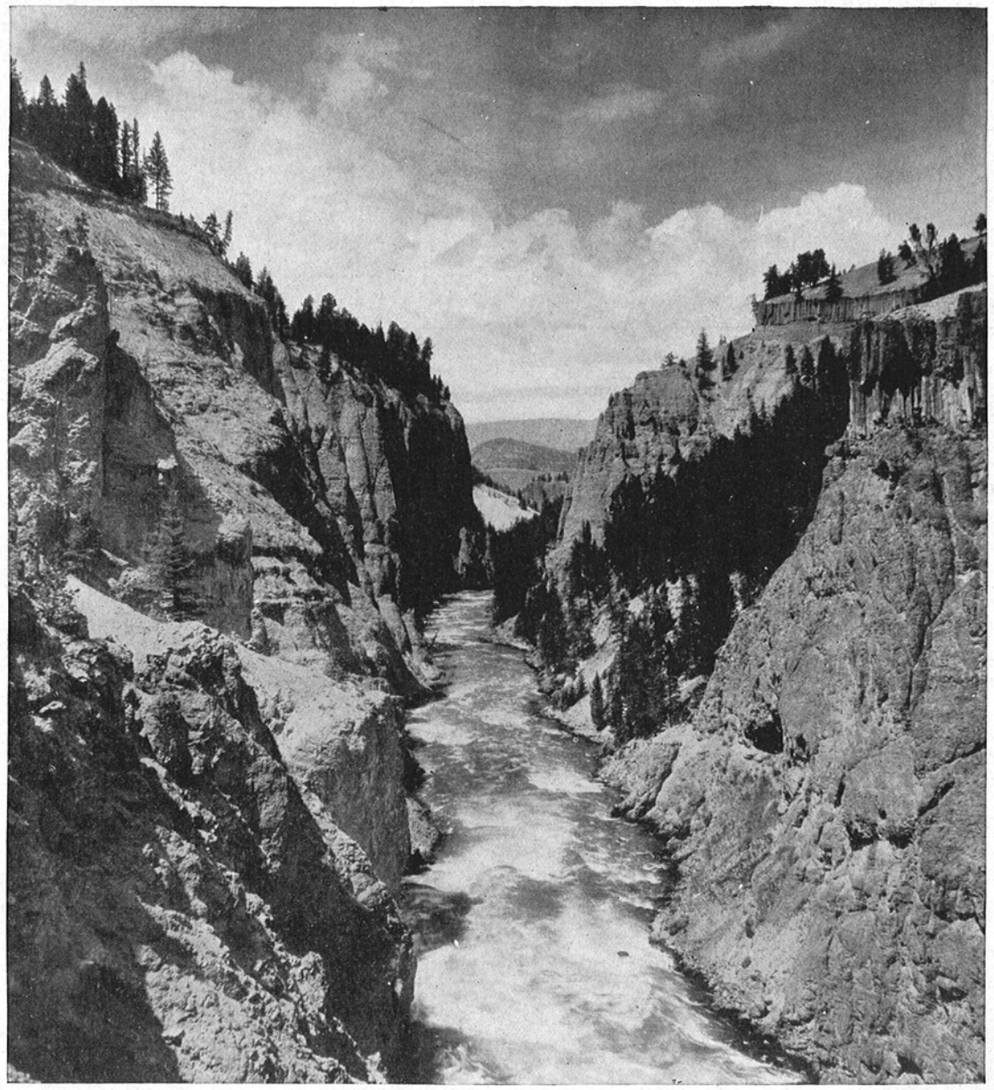
# *The* MILWAUKEE MAGAZINE

CHICAGO MILWAUKEE ST. PAUL AND PACIFIC

JULY 1931



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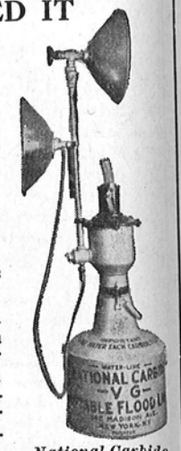

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# Progress in Safety

I AM very happy to know that the July number of our Magazine is to be devoted so largely to Accident Prevention work, because there is no activity in which we are engaged that is of more vital importance.

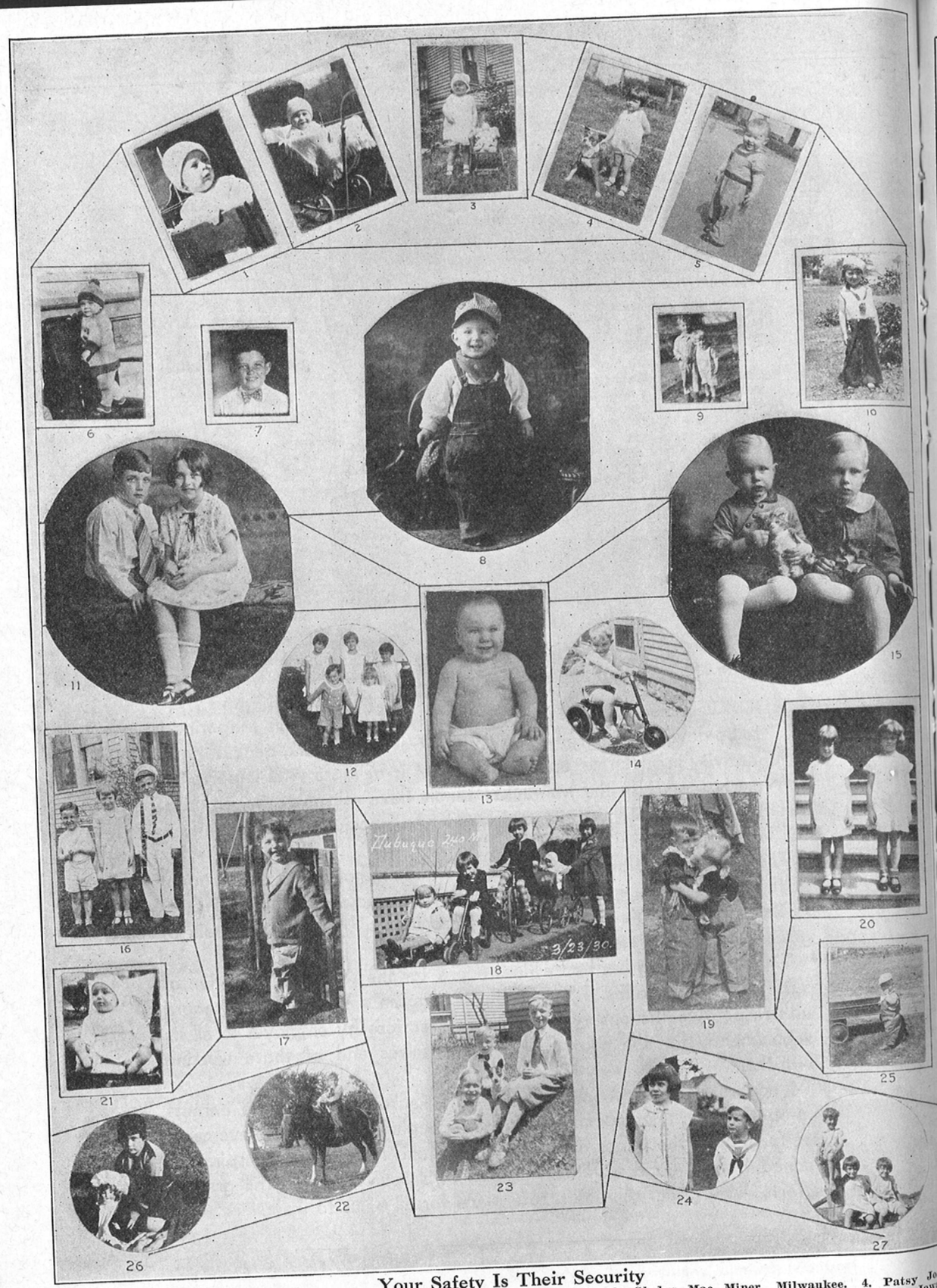
We who comprise the Milwaukee family have reason to be proud of the results accomplished in the prevention of accidents, particularly in the last two years.

The great reduction in casualties of all kinds shows that the conduct of the business of a great railroad need not be accompanied by injuries to its employes. We are proving that accidents and their sad train of grief and suffering can be eliminated.

This railroad long has had a fine record for the safe transportation of passengers on its trains. It is fast building up an equally enviable record with respect to the observance of safe practices by employes in all its departments, for the protection of themselves and of those working with them.

I congratulate the members of the Milwaukee family whose earnest co-operation in this important field has brought about the achievements set forth upon the pages of this Magazine, and I am sure the inspiration gained from a good work so well done will spur us on to still greater efforts to make our railroad a safe place for all of us to work.

H. E. Sandrett
President.



**Your Safety Is Their Security**

1. Wayne LaRoy Dunaven, Mason City, Iowa. 2. Richard Boheval, Savanna, Ill. 3. Gladys Mae Miner, Milwaukee. 4. Patsy Joy Shicker, and "Brownie," Chicago. 5. "Sonny" Olson, Clear Lake, Iowa. 6. Gerald Schuenke, Milwaukee. 7. John Snere, Sheldon, Iowa. 8. Howard Shaw, Milwaukee. 9. Junior and Donald Gallagher, Perry, Iowa. 10. Verla Jean Hickey, Perry, Iowa. 11. Joseph and Marie Regan, North Milwaukee. 12. Mardale, Virginia, Evelyn and Ethel Dobschuetz, Milwaukee. 13. Alvin Shaw, Milwaukee. 14. Edward Bauman, Milwaukee. 15. Thomas and Francis Miller, Sheldon Junction, Iowa. 16. William, Mary Agnes and John Millard, Garner, Iowa. 17. Jimmy Black, Omaha. 18. Five Little Daughters of Walter Stell, Perry, Iowa. 19. David, Jr., and Gladys Moore, Milwaukee. 20. Marian and Roberta Gallagher, Perry, Iowa. 21. Roger Eckstein, Savanna, Ill. 22. George Wheeler, Council Bluffs, Iowa. 24. Betty Mae and Jimmie Hackett, Calmar, Iowa. 25. Donnie Brade, Garner, Iowa.

# Our Fourth of July

By O. W. Dynes, General Counsel

O. W. Dynes

INDEPENDENCE DAY this year is the nation's 156th birthday. It is now one of our few patriotic holidays. In its observance it is very different from our observance of Memorial Day. The Fourth of July, or Independence Day, as it probably should be called, excites very different emotions from those we experience on Memorial Day. There is a pathos about Memorial Day, in the recalling of the sacrifices made by so many men of the Army, the Navy and the Marine Corps, whose lives were given, bodies maimed or health depleted in the nation's service. While our appreciation of their patriotism and our debt of gratitude to those soldiers and sailors increase with each Memorial Day, there is also a beautiful pervading solemnity in bestowing the floral tributes at the last resting places of those who have passed on. The patriotic, the heroic and the spiritual are in a sense threaded through our observance of the day. It is a most commendable and important national holiday.

The Fourth of July, as a patriotic holiday, is essentially a day of celebration that includes juvenile exuberance, and, to the solemn minded, programs, commemorative of the men and measures involved, in the very dramatic crisis in which the Declaration of Independence was signed and the nation was born. Our juvenile population regards Independence Day as a fete day, in which firecrackers, martial bands, picnics and athletic events give character to their holiday. There was nothing of this kind on the nation's first birthday in 1776. That was a time of grim forebodings. The fifty-six sober-minded men who signed the Declaration of Independence, as representatives of the Thirteen Colonies, realized that in so doing they were in grave danger of being executed for inciting rebellion and realized, too, that it meant their entering upon a war with meager prospect of successful outcome. It is the courage and patriotism of those men and others of their time that thoughtful, patriotic men and women of our time commemorate on Independence Day in nearly every city, village and hamlet of our country. They had no selfish purpose. They were concerned only to support the cause of general welfare of the colonists and to that cause they wrote: "We mutually pledge to each other our lives, our fortunes and our sacred honor."

The Declaration of Independence was followed, in the year 1777, by a draft of the Articles of Confederation, that were ratified by the states in the year 1781, and by a draft of the Constitution in 1787, ratified in 1788. The draft of the Constitution, as ratified, was also designed to promote the general welfare. It thus appears from the inception of our national theory of government that the promotion of general welfare was a fundamental purpose.

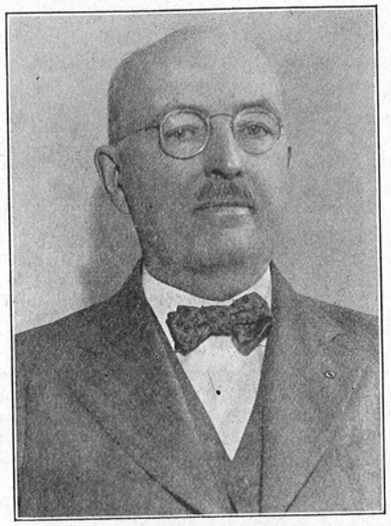
In a practical sense general welfare is as essential to any sound scheme of business management as it is to a plan of government. It is essential to railroad management. It pervades railroad relationships with the shipping and traveling public, with the men and women in the service, with the communities served and with the regulating bodies, state and federal. Safety of employes and of the persons and property they come in contact with in railroad operations is a general welfare feature that has been a subject of intensive study in recent years on the Milwaukee Road and on railroads generally. In the past seven years casualties to railroad employes have been reduced 76 per cent, and fatal accidents to railroad employes were less in 1930 than in any year since official records of casualties have been kept. This is a general welfare movement that means fewer sufferers, fewer cripples and fewer untimely graves, for the personnel of railroad workers. The Annual Report of Mr. M. J. Flanigan, manager, Safety Department of the Milwaukee Railroad, for the year 1930, shows there was a decrease of 39 per cent in fatal accidents on our road in 1930, as compared with 1929; a decrease of 48 per cent in amputations, 67 per cent in loss of sight in one eye; 63 per cent in bone fractures; 81 per cent in dislocations; 64 per cent in burns; 57 per cent in electrical shocks and electrical burns; 78 per cent in sprains and 78 per cent, also, in lacerations and cuts. These decreases were accomplished by the men and women in the service of our railroad, who have co-operated with Mr. Flanigan and other officers in the Safety First Work. Perhaps, nowhere else in the affairs of our nation, can be found comparable results on that phase of patriotism that makes for the general welfare of our people. You, who are earnestly active in preventing injuries to persons and damage to property, are living up to the patriotic principle in the general welfare purpose of our government that began with the Declaration of Independence and is expressed in the Preamble of our Constitution.

# SAFETY

## The New Thought

**M. J. Flanigan, Manager, Safety Department**

THIS being a special safety issue of The Milwaukee Magazine, I feel that it would be well to briefly review the records since the reorganization of the Safety Department, January 1, 1929.



**M. J. Flanigan**

The records of the Interstate Commerce Commission show that for the year 1928 we had a total of 2,767 reportable injuries, including 49 fatalities to employes on duty, and in the National Safety Council Safety Contest we were in 19th position, or next to the bottom when compared with other railroads having approximately the same number of employes. For the year 1929, we had a total of 1,338 reportable injuries, including 38 fatalities to employes on duty, and were in 14th position when compared with 23 other railroads in our class. For the year 1930, we had a total of 369 reportable injuries, including 23 fatalities, and ranked second in the contest. These records show we have progressed considerably, all of which was due to the efforts put forth by the officers and the men.

The investigation papers on the 38 fatalities in 1929, 23 in 1930, and 6 so far in 1931, making a total of 67 employes who lost their lives during the two and one-half year period since the Safety Department was reorganized, indicate very clearly that none of these accidents should have occurred and that they could have been prevented by the individuals themselves, had they complied with the safety rules; had they thought before they acted; had they visualized their work 30 seconds ahead; had they not been chance-takers; in other words, had these men performed their work with a safety mind, thinking of the safe way of doing their work, these 67 employes would still be working on this railroad. Furthermore, there was not an unsafe condition that had anything to do with these 67 employes losing their lives. It was in their own hands to prevent the accidents provided they had just given forethought and foresight to what they were doing. The other reportable injuries during this period all happened because of the above stated reasons, with the exception of 24 that were due to conditions; and while the employe who was injured due to the condition was not responsible himself, in most cases other employes or supervisors were responsible for not finding the condition before the accident occurred.

When the Safety Department was reorganized, a system of special education was immediately inaugurated for the purpose of breaking up old habits and customs by teaching the employes to do their work according to the safety rules contained in the several rule books, and by impressing them with the importance of not only knowing the rules but thoroughly understanding their meaning so that they would appreciate how very important it was to comply with the rules literally, all this being the desire of the management. This department has distributed over the railroad a large amount of educational literature and picture posters pertaining to safety, bulletins describing each and every reportable injury, etc.; the District Safety Inspectors have talked to the employes at every opportunity on safety, calling their attention to the safety rules and to the safety material posted on bulletin boards, besides checking the men on unsafe practices and rule violations, having in mind only one thought—to prevent personal injury accidents.

While I am very much pleased with the progress made in the last two and one-half years, still I shall never be satisfied as long as we have an employe fatally injured or permanently disabled, because when such accidents occur, there is always an indication that the men were not thoroughly educated in safety. We still have some employes who are not safety-minded, as is shown by the personal injury reports received by the Safety Department daily. The Milwaukee Railroad can be operated without this unnecessary loss of life and limb and there must be no doubt in the mind of any officer or employe regarding this. In considering the past record, I naturally feel the Safety Department has not done all that it could or should, and in order to stop future personal injury accidents we must be given the support and co-operation necessary to hasten the day when every employe will be completely educated in safety. When this has been done and when the possibility of employes suffering severe personal injuries has been eliminated, we shall have a happier family of employes, better men both mentally and physically, and above all, better and happier homes.

I hope each officer and employe will see the situation concerning the causes for the personal injury accidents which have taken place during the past two and one-half years, in the same light as I do. I am sure when they do, personal injuries will practically be eliminated.

**Galewood Roundhouse Record**

ROUNDHOUSE FOREMAN J. W. TURNEY, with the day portion of the men under his jurisdiction at Galewood Roundhouse. The cross shows Mr. Turney. The men surrounding him, along with the night force at the Roundhouse and other employes that have been under Mr. Turney's supervision from time to time, which comprise the entire Roundhouse organization at Galewood, completed on June 1, 1931, a period of 1,214 consecutive days without a lost-time or reportable injury.

This is a very fine record for roundhouse employes.



# Safety Activities of the Future

**J. H. Valentine, Superintendent, T. H. Division**

LOOKING back from the present year of 1931 to a few years ago when the Safety Movement was actually taking root on some of our railroads and industries, it seems as if the results obtained were accomplished with apparent ease and no doubt they were, because of the unity of action between the employer and employe. However, had some one ventured the prediction on our own railroad a few years ago when our casualty rate, which was hovering around the 23 mark per million man hours, would move up to less than two (2) in 1931, you would, like myself, have laughed at the idea and perhaps inwardly, at least, suggested a trip to a psychopathic hospital for treatment.

Words of congratulation are in order for the leaders of this movement and the concerted action behind it as well as heartfelt thanks to the thousands of faithful employes who gave it their whole-hearted support, also a word of regret for our human limitations which failed us to the extent that the work wasn't started many years sooner and a resultant loss in lives, limbs and human misery.

The problems that confronted us several years ago up to the present, however, have been solved and we are now more concerned about the problems of the future and the activities that we will carry on to combat them. The prime requisites are as follows:

(a) Efficient and sincere leadership.

(b) United co-operation of officers, supervisors and employes.

(c) Appreciation and understanding of responsibility.

(d) Loyalty to employer by all.

Leadership, in order to be effective in the operation of a division, makes it necessary for the man in charge to be personally interested in the activities of all departments to the extent that he be present at meetings and discussions whenever possible; his opportunity of contact with the management, heads of other divisions and departments, provides a means of securing valuable information from their experience, which in turn, when disseminated among his own organization will go a long way towards preventing injuries and at the same time sow the seed of sincerity into the flock, the results of which will be measured only by the personal efforts he puts behind it.

Co-operation is concerted action by all employes and it may be obtained by courteous treatment and a spirit of good will; this is just as much an obligation on the part of an officer as it is an employe, as much as a department as it is an individual—maximum results cannot and will not be obtained without it.

*Responsibility*, according to Noah Webster, means being responsible, accountable, an obligation.

*"Passing the buck,"* according to American slang, means not responsible, not accountable, no obligation.

The latter word or phrase was used or rather misused to a very great extent during the last quarter of a century. It is a matter of gratification to realize the passing of "Passing the buck" and that the word "responsibility" is being returned to its proper status. In a banking institution, the banker is responsible to the depositors for the safety of their deposits. An employe is responsible to a superior officer for his own personal safety. We must expect; yes, we must insist, that the employe has a thorough understanding of this word, and furthermore, that he will in time of accident or injury acknowledge his responsibility; provided, of course, that the investigation does not develop other causes to be to blame.

## 149 Years Without a Disabling Injury

THESE three old timers, reading from left to right, are Carpenter Frank Bender, age 84, Machinist Clarence Flanigan, age 73, and Machinist Kilian Fischer, age 76, who are employed at Western Avenue Roundhouse, Chicago.

Mr. Bender entered the service of the Milwaukee Road in August, 1882; Mr. Flanigan in June, 1879, and Mr. Fischer in April, 1883. None of these men have been injured in the service of the Company and you will observe that their combined years of service amount to 149 years without a lost-time or reportable injury.

**J. H. Valentine**

When the time comes—and it will be soon—that we all have learned our lesson and it has permeated through our organization, to the extent that for example, the track laborer will say:

> I am responsible to the foreman,
> The foreman to the roadmaster,
> The roadmaster to the division engineer,
> The division engineer to the superintendent,

then, and only then, will our fondest hopes be realized.

Loyalty to the employer is the foundation of a successful business institution, and it is a pleasure to note the gradual improvement in this respect which will eventually result in the employers' welfare being the first consideration on the part of all employes and that all other material interests will be secondary.

The policy by some railroads of permitting their employes to become bond and stock holders of their companies is a valuable and commendable proposition. Movements of this kind have brought about a reversal of thought and action by employes and instead of ridiculing or being ridiculed for being a "company" man, it will be their main ambition to become one and as a result bring about such an efficient organization that the company can't help but be successful, financially or otherwise.

Aside from having thorough appreciation of responsibility by each and every individual, a multitude of methods may be pursued in safety work; of course, regular meetings are held at specified times and locations, but because of long lapses of time between regular meetings, special talks should be given by officers and heads of departments at frequent intervals. The main objective at all times being to keep the matter a live subject and to train the subconscious mind to the fact that safety is the *first* consideration. A few suggestions follow:

A daily telegraphic reminder and motto to all employes.

Personal frequent contact by officers with supervisors and foremen, and discussion of the subject.

Daily reminders by supervisors and foremen to men at the beginning of the day's work.

(Continued on 9)

# Safety in the Operating Department

J. S. Eccles, Assistant Trainmaster, Tacoma

J. S. Eccles

SELF-PRESERVATION has always been the first aim of all created beings. Centuries ago, man and beast lived in caves or in the open, their principal occupation being to roam over the face of the earth in pursuit of food and to defend themselves against more powerful creatures likewise engaged. Today the interests of the beasts and their manner of living are practically the same as then. Man, on the other hand, now enjoys undreamed of comforts, conveniences and pleasures which go to make life worth while. The reason for this is that man was endowed with the power of thought. Unlimited attainments are within the grasp of man provided he thinks and thinks correctly.

There is vast power in thought. The Bible says: "As a man thinketh, so is he." Therefore, if a man keeps the thought of safety in his mind at all times while working at his job, while driving his car or whatnot, he is quite likely to keep out of trouble. Thoughtlessness and carelessness are usually the contributing causes of accidents. To get men to think and act in terms of safety at all times is the first and fundamental rule of safety education.

Wrong thinking, or not thinking at all, bring practically the same results. If we think, we will not slip and fall; we will not step on tracks in front of moving cars or engines; we will not walk on tracks unnecessarily; we will not adjust couplers with hand or foot when cars are about to be coupled; we will not drive automobiles at a dangerous speed or in a careless manner. In fact we will not do the many things which daily are causing death and injury to hundreds throughout the nation.

Recently, one of our men with long years of service behind him, made the remark: "Safety First is all right, but I think that it is being carried too far." I asked him to consider the large reduction that had been made in fatalities and personal injuries on the Milwaukee Railroad during the past two years, which has been due only to the intense campaign which has been carried on to make our men think and act safely. When we stop to consider what great results have been accomplished during the period mentioned, the untold amount of pain and suffering and sorrow that has been avoided, to say nothing of the saving in earning power, it entirely disputes the statement that the safety movement is being carried to the extreme. It is only by keeping everlastingly at it that makes for success.

Do not take chances. Even a gambler cannot always win. It is usually the chance-taker who gets into trouble.

Do not take a chance in doing your work unsafely because it may be a little easier to do so or a little quicker. The safe way is the quickest way in the e A chance-taker is usually dangerous to himself and others. He robs himself, as well as those dependent upon him, of the happiness, comfort and pleasure that might otherwise be his and theirs.

Study the danger spots of your job. In watching them, remember the other fellow. Each employe should appoint himself a committee of one to instruct the less experienced man. Never hesitate to call a man's attention to the fact when he is doing his work unsafely or, in fact, doing anything that may jeopardize his safety or that of others. At all times we should consider others. Their lives and their families may depend upon our carefulness.

Today all men engaged in the handling of trains realize and appreciate that the dangerous conditions and practices of former days have been practically eliminated or, at least, reduced to a minimum. This has been brought about by co-operation between the company and the men; the expenditure of large sums of money on the part of the company to improve conditions, and last but not least the safety movement, which has caused the men to think of safety and perform their work in a safe manner.

All men involved in the handling of trains are required to pass rules examinations and be re-examined from time to time. It is only when some one or more of these rules are violated do accidents occur. This is plainly shown in the reports of train accidents received from the Interstate Commerce Commission. Fully 95 per cent of the train accidents are shown to have been caused by the violation of one or more rules. It is, therefore, assumed that men engaged in all lines of railroad work not only know the operating rules and the safety rules, but are quite familiar as to why such rules were made. They also know if their officers will tolerate violations of those rules. I believe that it is a well known fact that employes in the Operating Department or any other branch of service will perform just about the sort of a job his supervising officer expects or will accept.

Therefore, it behooves the officers to be alert and on the job to see that the rules are lived up to and that violations thereof are not allowed to go uncorrected. By so doing, the possibility of accidents are overcome, men kept out of trouble and we have the satisfaction of knowing that our duty has been well done.

# What is a Good Safe Railroad Man?

Ludwick Balzer, Machinist

Ludwick Balzer

To define what constitutes a good, safe railroad worker is not an easy task. Many definitions have been formulated to sketch the qualifications of the really capable worker and whether one attains any great precision in such a definition there are certain characteristics that are unmistakable.

*Every* worker is inclined to think of himself as a "good, safe worker," despite the virtually complete absence of any specific, well recognized yardstick by which he may measure his degree of safety.

He might think himself as safe because he has never figured in an accident. That would not do, for his escape may be due to the safety of others, or to the fact that conditions have been those that distinctly favor safety. Nor is it true that a clear record insofar as rule violations are concerned, makes one a safe worker. It may be one's misdemeanors merely have escaped the vigilant eye of the safety inspectors or the supervisors.

While it is not my thought to provide a simple terse definition of a good, safe worker, I believe it possible to provide the average man with a yardstick by which he can approximately judge his own merits, at least to give him what seems to be the elements of good, sound, safe working skill.

That would seem to begin with a knowledge of, and the obedience of the rules set aside for that purpose in the red and green books. Much of the disobedience of these rules is based upon plain ignorance of them.



# Safety Activities of the Future

(Continued from page 7)

Close supervision to detect unsafe practices and violation of safety rules and immediate action taken for correction.

Supervisors' and foremen's familiarity and full understanding of the safety rules.

Conveying the thought of the safety rules to the individual.

Full understanding by the individual that in case of injury an immediate telegraphic report of it be made to the superintendent and direct supervisor.

In case of injury, immediate investigation to be conducted by the proper officer.

In case of injury, prompt action must be taken to provide medical attention.

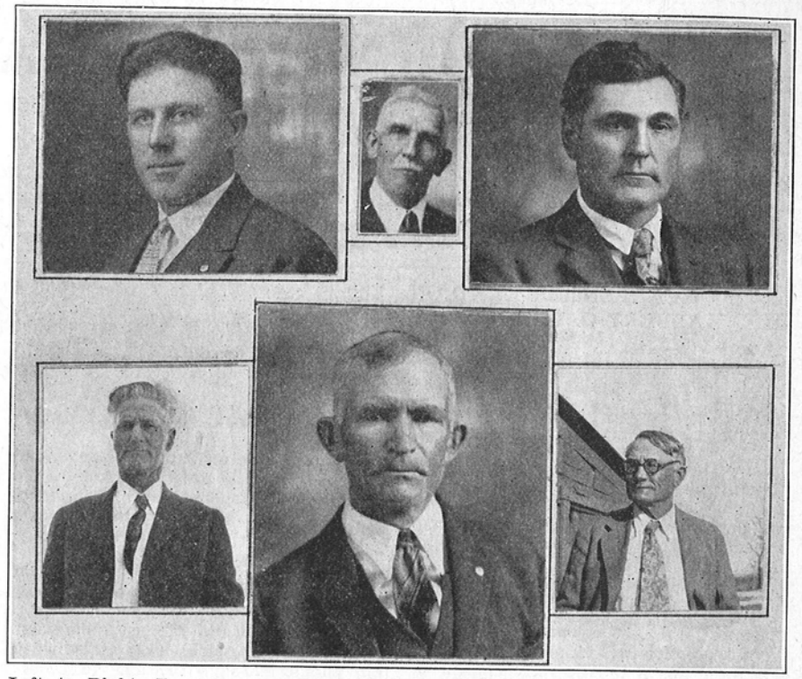
Education and training of the individual that his safety and the safety of his fellow worker is equally as important as the quality and quantity of work that he produces.

Indifference to the cause, carelessness, failure to avoid injuries, repeaters, etc., can only be treated with discipline and the severity of it must be comparable to the seriousness of the offense.

"Necessity is the mother of invention," and what we need most in safety work is the mind with an inventive idea, an idea that will permit us to anticipate by proper thought the possibility of an accident before it happens. We are all more or less inclined to take things for granted and that everything is all right, as a result an unforeseen accident happens and perhaps one that could have been prevented by serious thinking, planning, etc., by the individual or perhaps the officer.

As an example and without any thought of destructive criticism, we may take the case of the employe who was killed by a discarded soup bone! Who would imagine that a soup bone could be responsible for a person's death? It couldn't be without the human factor entering into it. Recently a dining car employe on a train that was running at high speed, without thinking, threw the above-mentioned soup bone from the car which unfortunately struck an employe riding a motor car on an adjacent track and caused his death. Aside from the unthinking individual, creative and inventive thought by the officer in charge by anticipation of such an accident could have prevented it by instructions to the men within his jurisdiction and the proper appreciation and understanding of responsibility by the personnel of the department and the individual.

Because of the nature of railroad work, new men may be taken into the service during any time of the year, for example, track forces in the spring and summer and train and yard forces in the fall and winter. New and inexperienced men are subjects for potential injuries and the officer, supervisor or foreman, who does not personally instruct the new employe before he begins work is neglectful of his duty. Proper instructions received by an employe when first entering the service will make such an impression that it stays with him for the rest of his life. Think this over in regard to your own case and see if that isn't a fact.



Left to Right, Top: Foreman Dimo Evanoff, Templeton, 16 years' service and no injuries; Adelbert Wilcox, foreman, Dawson, 40 years' service and no injuries; Michael Mathews, laborer, 5 years' service without an injury. Bottom: Ludwig Pruze, laborer, 45 years' service and no injuries; Foreman Thomas McGuire, Neola, with no personal injuries; Lafe Bedow, Foreman, Bagley, 30 years' service with no injury.

## These Men Helped to Make the Iowa Division's Perfect Safety Record for 1930, when that Division's Track Forces Topped the Safety Record List

Roadmaster Cherwinker has a lot of other foremen and laborers who were too bashful to send in pictures, but who have the following record to their credit:

D. R. Poole, foreman, Jamaica, 15 years' service, no injuries.
Gaylord Pitman, laborer, Jamaica, 16 years' service, no injuries.
J. P. Stephany, foreman, Panama, 17 years' service, no injuries.
Charles Cross, foreman, Council Bluffs, 17 years' service, no injuries.
H. Jarnecke, foreman, Council Bluffs, 28 years' service, no injuries.
Harry Poppas, laborer, Council Bluffs, 23 years' service, no injuries.
M. Learning, flagman, Council Bluffs, 19 years' service, no injuries.
M. Luckiesh, foreman, Weston, 30 years' service, no injuries.
John Theulen, foreman, Earling, 16 years' service, no injuries.
W. E. Barnoske, foreman, Coon Rapids, 39 years' service, no personal injury.
Dony Evanoff, foreman, Coon Rapids, 23 years' service, 2 lost time injuries.
J. C. Theulen, foreman, Bayard, 30 years' service, no injury.
A. O. Natzel, foreman, Manilla, 36 years' service, 2 lost time injuries.

In addition to the above, there are on the West Iowa Division, a group of foremen and laborers, who have been in the service less than fifteen years, but whose total service without a personal injury is Three Hundred and Thirty-two Years.

More than 30,000 fatalities on the highways of our country during 1930 is cause for grave concern to all of us and at this time it appears a problem too great to be solved.

Nevertheless, our railroads, in spite of increasing traffic on the highways, were able to reduce accidents at grade crossings, in other words, while highway accidents were mounting, grade crossing accidents were decreasing, proving the fact that safety education among railroad employes has accomplished good results, whereas, on the other hand, national and state organizations have failed to control, in a safety way at least, the operator of a motor vehicle.

If the railroads are solving their problem, surely the states will do likewise. A national organization directing from a central point with sufficient power to control and regulate, together with the loyal support and co-operation of all the people of the entire country, will make this possible.

In conclusion, let me say this: We have accomplished the apparent impossible, the greatest honor and highest mark are within our reach. Let's—you and I—grasp each other's hand and by unity of strength and determined effort acquire that great objective which will make our railroad THE MILWAUKEE ROAD, the safest place on the face of the earth.

## Edward J. Summers

ON April 15th Edward J. Summers, fuel supervisor, died suddenly at his home in Chicago following his recent return from a southern health resort.

Mr. Summers, who was 69 years of age, was a native of Milwaukee and entered the employ of this company in 1878, in engine service. He is survived by his widow and one daughter.

# THE MILWAUKEE MAGAZINE

VOLUME XIX — Accident Prevention Number — No. 4

UNION STATION BUILDING, CHICAGO

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

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## Application for Freight Rate Increase

THE railways set forth that they are confronted with an emergency which not only threatens the continuance of adequate service, but also endangers their financial integrity; this emergency, they state, can be successfully met only through an increase in railway revenues.

"Late in 1929," says the railways' statement, "it was apparent that there were two policies which might be adopted. The first was a drastic retrenchment in expenditures in anticipation of a substantial decline in traffic. The second was a continuance of a normal program through a period of depression in anticipation of a return to normal conditions. The first policy was open to the criticism that it would intensify the business depression. It meant the furlough of railway employes, depriving them of their purchasing power, and the curtailment of purchases of materials and supplies, depriving the industries producing such materials of a substantial part of their business, leading to the furlough of wage earners employed in those industries and the destruction of their purchasing power. Such steps would obviously have further reactions in other industries and would further impair the economic welfare of the people.

"The second policy was open to the criticism, from the standpoint of economical management, that it would retain wage earners who were not actually needed, and would provide additions to the capacity of the railroads when traffic had fallen below the measure of existing capacity.

"After due consideration, the second policy was adopted. The carriers decided to continue, as far as possible, a normal program of expenditures. In order to reassure the business of the country and the governmental authorities, they publicly announced this policy. They adhered to it as long as it could be justified." This is shown by the fact that during 1930, in a period of declining traffic, the railways made gross capital expenditures amounting to approximately $873,000,000 as compared with $854,000,000 in 1929.

"Late in 1930 it became evident that this policy had failed to accomplish the results desired. The return on the value of the property of the Class I railways fell to 3.54 per cent for the year 1930. Railway bonds began to be affected by the approach of railway earnings toward the point where available income would fail to meet the relationship to fixed charges necessary to render them marketable to insurance companies, savings banks and trust companies.

"The powers left to railway managements to meet these conditions were very limited. They could not increase rates without the approval of the Commission. They could not reduce wage scales without passing through the long procedure of conference and arbitration. They could furlough men and they could refuse to purchase supplies. They could, and it was necessary that they should, complete their unfinished programs of capital expenditures and refuse to embark in any new programs. These things have been done during recent months to an extent which has greatly reduced capital expenditures and has brought maintenance expenditures much below the normal level. Many thousands of railway employes ordinarily engaged in the maintenance of railway properties have been furloughed.

"It is evident that such drastic economies are creating deferred maintenance in railway property which must sometime be made up. It is further evident that as low as the return on the value of railway property has been in 1931, it is, in fact, overstated and is subject to very substantial reduction if the deferred maintenance should be deducted. Without making this deduction, the return for the first four months of 1931 of the Class I railways was at the annual rate of 2.24 per cent on the value of their property.

"Allusion has been made to the present state of railway credit and to the contingency that railway bonds now meeting requirements of state laws for investment purposes may cease to have that status. It is recognized that the Interstate Commerce Act does not assure any particular income-bearing status either of capital stock or bonds. What the law does purport to assure is a fair return for the group as a whole on the value of railway transportation property. If, having secured that fair return for the group as a whole, some carriers are so affected that they are unable to earn the amount of income required to meet investment tests, that is their misfortune and the Commission cannot be expected to remedy it by increases in rates. But the facts are that if the carriers were securing a fair return, railway securities which are now appropriate for insurance, savings banks and trust fund investments would continue to maintain that status.

"Upon such a basis the market for railway securities can be maintained. It is vitally important that it should be maintained in order that additional capital may be secured for additional improvements. Steam railway transportation has not become a moribund enterprise. It is essential to the economic welfare of the country and indispensable to national defense. All that is necessary to the maintenance of an adequate national system of transportation is that the country should be willing to pay a reasonable price for it and that railway investors and railway managements should be able to act on that assurance.

"If the carriers were permitted to participate in periods of prosperity equally with other business, they should equally sacrifice in periods of adversity. But they are denied such participation by law. Even in periods of prosperity the return on railway capital has been meagre and inadequate. During the recent period of great prosperity, when industry was reaping unprecedented rewards, the railways contributed a service indispensable to the creation of this prosperity. The compensation for this service offered by law has been a return on capital only slightly exceeding the rate of interest which the ordinary investor receives when he invests in well secured obligations. This has been the upper limit of the reward of the risk of railway capital and of efficiency of railway management. During the years 1921 to 1930, inclusive, the actual return for the Class I railways has been an amount of net railway operating income about $2,575,000,000 less than the amount which would have been obtained had the rate of return prescribed by law been realized.

"The theory of the law is that railway property is private property affected with a public use; that in being devoted to such use it foregoes exceptional opportunity and has instead, the assurance of fair return. If the sacrifice already made under conditions of prosperity is to be greatly enlarged because of conditions of adversity, the result is that railway property has become public property affected with a private obligation to maintain it. It cannot be expected that investors in railway securities will assume and perform such an obligation.

"In view of these considerations the railways propose that they be permitted to increase all freight rates and charges 15 per cent, with such adjustments in the case of coal, coke and certain other commodities as will preserve existing differentials. The increases will, as nearly as can be estimated on the basis of the traffic of recent months and assuming the continuance of the present program of severe economy, yield the carriers an annual net railway operating income amounting to a return of less than four per cent upon the value of their properties."

### Seven-Year Record at Galewood Shops

BLACKSMITHS at Galewood Shops, under the supervision of Foreman Fred Luedke, who is the fourth man from the left.

These men have not had a reportable or lost-time injury in the past seven years. An unusually good record.

### The New Twin City Freight Terminal

Twin Cities freight shippers, railway men, city officials and representatives of the St. Paul and Minneapolis civic associations attended the formal opening, on June 11th, of the new $150,000 freight terminal built by the Milwaukee Road on the site of the old Merriam Park passenger station, adjacent to the Minnesota Transfer in St. Paul.

The terminal is operated by the National Freight Co., which entertained more than 150 guests at a luncheon, served in the warehouse, following an inspection of the building.

The new freight house is 300 feet by 75 feet, of brick and steel construction. It is served by three tracks with a capacity of 25 cars. Spacious concrete driveways permit the speedy loading and unloading of vehicles. Less-than-carload freight is assembled here for forwarding in car-lot shipments.

Out of town officials of the Milwaukee Road who attended the opening included: E. B. Finegan, freight traffic manager; J. H. Skillen, assistant freight traffic manager and C. L. Kennedy, general northwestern freight agent. Officials of the National Freight Co. included A. D. Davis, New York, vice-president; J. V. Bugliari, New York, assistant vice-president, and Victor Stern, Chicago, assistant to the vice-president.

Joseph Edell, Twin Cities manager of the National Freight Co. included: A. D. charge of the opening. D. M. McGeen, commercial agent at St. Paul, represented the Milwaukee Road in local arrangements.

### Paul Born Wins a Trip to Europe

PAUL F. BORN, Jr., son of D. & I. Division Engineer Paul B. Born, has received signal recognition from the Publix Theater Corporation for his prize-winning essay "Motion Pictures in Relation to World Progress," at Elgin High School. Paul is a senior in Elgin High and the honor bestowed on him is no less than a trip to Europe. Paul is an honor student, has been a member of the athletic teams, co-captain of the last football team, captain in basket ball, and many other activities. He left for Washington, D. C., June 28th and will immediately sail for Europe. All expenses will be paid by the theater corporation and the American Travel Bureau, and the itinerary includes England, Belgium, Holland, France, Germany and other European countries. He will be gone a month. Paul's essay was one of forty or more submitted by contestants in Indiana, Ohio and Illinois, written on the same theme.

### Appointments

EFFECTIVE JUNE 15th—

Mr. W. C. Givens is appointed superintendent of the Kansas City Division; vice, P. H. Nee, transferred.

Mr. W. M. Thurber is appointed assistant superintendent of the La Crosse Division.

Mr. D. T. Bagnell is appointed assistant superintendent of the Chicago Terminal Division; vice, Mr. W. C. Givens, promoted.

Mr. P. H. Nee is appointed superintendent of the Idaho Division; vice, Mr. D. L. Rossiter, appointed train rules examiner, Lines West.

Mr. C. M. Park is appointed general agent at Cleveland, Ohio; vice, Mr. F. E. Clark, retired. Mr. Park has been for several years commercial agent in Cleveland. He first entered the service at Pittsburgh as traveling freight agent.

Mr. M. J. Flanigan is appointed manager of Fuel Department and will handle such work in connection with his other duties.

### A New Baseball Team

THE Engineering Department, Chicago, has organized an indoor baseball team and are desirous of arranging a schedule of games for the summer. Any team wanting to match their skill at this sport against the Engineering Department, please call C. Wennerberg, Central 7600, Local 147, or "Jim" Flynn, Local 324.

### Yale Rowing Crew Go to Seattle

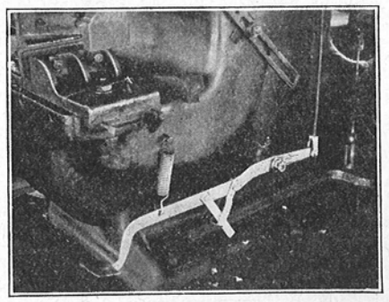
THE Yale rowing crew, in charge of Coach Grant, left Chicago on The Olympian, June 7th, in a special car for Seattle. They go to take part in the Inter-Collegiate Races in Seattle.

## MILWAUKEE EMPLOYEES PENSION ASSOCIATION

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

| Name | Occupation | Division or Department |
|---|---|---|
| Andrew J. Aulbur | Carman Helper | Minneapolis Shops |
| Michael Britt | Train Baggageman | La Crosse and River Division |
| Charles N. Brown | Brakeman | Iowa Division |
| Jerry Carroll | Engine Wiper | La Crosse and River Division |
| William J. Dee | Engineer | Madison Division |
| Michael Gilmartin | Conductor | Iowa and South Minnesota Division |
| Harvey Guyer | Section Laborer | Dubuque and Illinois Division |
| Albert L. Kimball | Yard Conductor | Twin City Terminal |
| Kosimere Koniczine | Trucker | Chicago Terminal Division |
| Ben F. Kramer | Brakeman | Rocky Mountain Division |
| August Langer | Section Track Laborer | Iowa and South Minnesota Division |
| Bernt Larson | Carpenter | La Crosse and River Division |
| Gustaf Liberg | Carman Helper | Minneapolis Shops |
| James A. Martin | Laborer | Kansas City Division |
| Cornelius C. McCarthy | Carman Helper | Minneapolis Shops |
| Charles D. Murray | Clerk | La Crosse and River Division |
| Dennis A. Parent | Conductor | Milwaukee Division |
| Nikolaj F. Schultz | Painter | Milwaukee Shops |
| Gustav F. Summerfield | Brakeman | Milwaukee Division |
| William H. Weighner | Section Laborer | Iowa and Dakota Division |

C. W. MITCHELL, Secretary-Treasurer.



## Locking Device on Punch and Shear

HERE is shown, in the center of the foot treadle rod, a simple but secure locking feature for punch and shear machines.

This arrangement locks the foot treadle so that the punch cannot be operated in case someone inadvertently steps on the treadle, or in case a heavy article is dropped onto it. The device is simple, indeed, but a mighty fine safeguard.

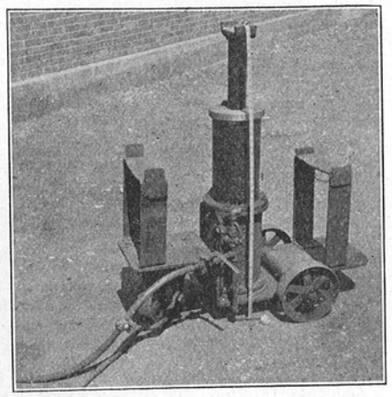
This safety appliance was perfected at Milwaukee Shops.

## Rivet Hammer Receptacle

WHAT is known as a rivet hammer receptacle, the hammer with the hose disconnected, has been inserted in the receptacle to show its position when placed therein.

The use of this receptacle eliminates the possibility of rivet set injuring anyone in case it should be discharged while not in use. It also makes the hammer conveniently accessible to the operator.

This safety device was perfected at Milwaukee Shops.

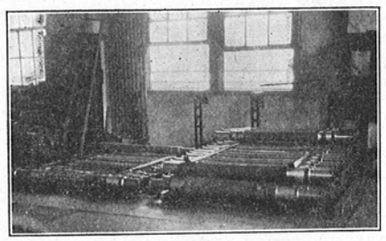


## The Telescope Air Jack

THE telescope air jack is used in applying couplers and draft gears to a car in a single safe operation.

This contrivance eliminates the hazards of using blocks to obtain the desired height and also permits the application of the couplers in less time than the old method.

This safety appliance was perfected at Milwaukee Shops.



## Storing Car Axles

THIS arrangement was worked out for the safe storing of car axles.

The use of metal strips with curved ends, which can be locked into the slots of the bars shown fastened to the concrete wall, absolutely prevents the possibility of car axles rolling off the pile.

This arrangement, which was perfected at Milwaukee Shops, not only results in greater efficiency, but greater safety as well.

# Accident Prevention and the Students

### A Talk by Division Master Mechanic M. L. Sears

RECENTLY, Mr. M. L. Sears, division master mechanic at Deer Lodge, Montana, addressed the students at Deer Lodge High School on the subject of Accident Prevention, at the invitation of the principal of the school. The immediate reason for his appearing before the students was that some of the school children had been in the habit of throwing banana skins on the sidewalk, and one of the employes at Deer Lodge Shops had slipped and fallen on one of these slippery snares.

It seemed to the school head that this was, therefore, an opportune time to take up and dilate on the hazard of such a practice before the student body. Mr. Sears said in part:

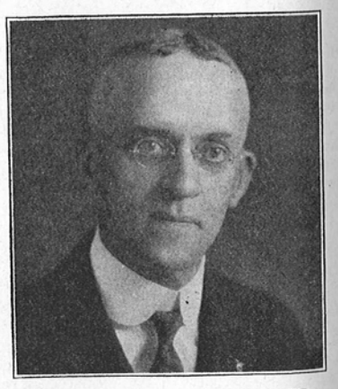
"This is a railroad town and a great many of your fathers and brothers work at the shops. Some years ago the railroad became interested in a Safety First program for their employes, to prevent them from becoming injured. In other words, they want members of your family, who may be working for the railroad, to come home as safe and sound as when they left home; and in order to do this it is necessary for them to practice safety for themselves and their fellow workers. It is just as necessary for railroad employes, or others, who are practicing Safety First, to be sure that their actions do not injure the other fellow as it is for them to look out for themselves. This is sometimes a hard point to get before people—to make them understand that Safety First works both ways—and that a careless act by someone may cause serious injury to another person.

"The Safety First habit does not grow by leaps and bounds, but is something to be practiced each day and something to be continually improved upon. For instance, our railroad has not been at the top of the list on accident prevention, but we are continually making the effort to have it so, and we have shown much progress. In fact, this year, we are in hopes we may head the list.

"As students you are living in an age when the safety habit is being practiced in the home and in the school, as well as in shops and other places of business. It is not a safe thing for students to be throwing rocks at some object, because that rock may go through the window of a nearby automobile, as was the case in this town recently. Also it is unsafe to carelessly throw fruit peelings on sidewalks and streets where people are passing, as they are easily slipped upon and a fall from such a cause may bring on serious injury.

"Also, when you go to school some of you have to cross the railroad tracks, and it is well to always look out for the signals or to listen for the warning bell. Driving onto the tracks in front of an oncoming train is another fruitful cause of serious accidents. Last year some 30,000 people were killed or seriously injured in this way; and yet, almost any day anywhere, one may see a careless driver rush along over a railroad crossing with an oncoming train dangerously near.

"These are matters to which school girls and boys should give serious thought, and it would be a fine thing if a Safety First organization and campaign should be inaugurated among the students themselves, each and everyone taking an active part in carrying this thought of safety into actual practice among the entire student body."



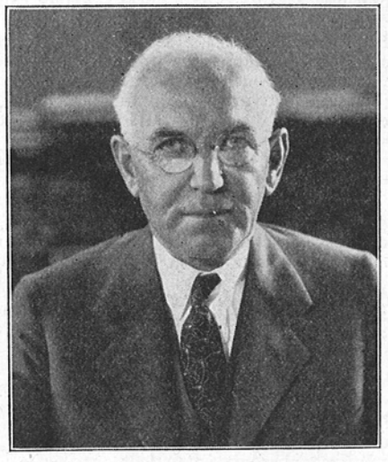
## JOHN T. RAYMOND

JOHN T. RAYMOND, Iowa Division dispatcher, located at Marion Iowa, began service with The Milwaukee as messenger boy at Chicago, in July, 1880. He learned telegraphy and worked as operator at various stations in Illinois and Iowa from April, 1882, to September, 1887, when he became train dispatcher at Marion, where he has since remained.



## Chicago, Milwaukee, St. Paul and Pacific Railroad Company

# SAFETY



This special safety issue of our Magazine gives me an opportunity to express to all of the Milwaukee employes my personal appreciation for the splendid record made in accident prevention during the past two and one-half years.

On January 1, 1929, the Safety Department was placed under the direction of Mr. M. J. Flanigan, and at the close of that year, the records, when compared with 1928, showed a decrease of 11, or 22 per cent, in the number of fatal injuries, and a decrease of 1,418, or 52 per cent, in the number of injuries involving a disability in excess of three days, known as reportable cases. These reductions were considered as an indication of your desire to work safely so as to remove from your homes the fear of injury to you while at work.

During the year 1930 you further demonstrated that accidents could be prevented, and the records show, when compared with 1929, a reduction of fifteen, or 39 per cent, in fatalities, and a reduction of 955, or 73 per cent, in reportable injuires. For the first six months of 1931 you have effected a reduction of 60 per cent in the fatal injuries and approximately 65 per cent in reportable injuries, which indicates to me that you are determined to establish a safety record far better than that of any previous year.

I am very happy over this showing, but I am sure you will better the records so far established, and the Milwaukee Road will stand out as a safe place to live.

In these trying times a good safety record will reflect to our credit and all employes will benefit thereby. When the traveling and shipping public realize that safety takes a prominent part in the character of service we render, they will experience a feeling of security in giving their business to the Milwaukee Road. Incident thereto is our record of only one passenger fatality in a train accident over a period of thirteen consecutive years, and a record of minimum loss to freight shipments in train accidents. Service with safety and courtesy is bound to secure new friends and retain old friends. The business obtained from them will result in a larger amount of revenue earned and will furnish more work and a continuity of employment for our employes.

I believe you will understand the predominance of safety and its importance in connection with our work. By strictly adhering to its precepts you will not only save life and limb, but you will stimulate business to the Milwaukee Road, all of which will reflect to your benefit and result in greater contentment in your work and especially in your home.

*J. D. Gillick*

Vice President.

# Bensenville Roundhouse Record

THE pipe gang has gone more than four years without an injury, and Foreman Grote's force, on June 1, 1931, completed 1,185 days without a reportable or lost time injury.

The question was asked General Foreman R. L. Weber at Bensenville roundhouse: "Is Bensenville roundhouse a safe place to work?" His prompt reply was: "Yes." He then went on to give the reasons for this affirmative answer: "In order to answer a vital question of this sort in so positive a manner, it is necessary to explain why we are so sure of ourselves and what has brought this about.

"Checking back over our past few years with reference to injuries, we find that in 1926 we had 39 injuries; in 1927 there were 38; in 1928 we had 12; in 1929 we had 4, and in 1930 only one reportable injury. At the present time (June 1, 1931), we have a stretch of 471 days with a clean slate.

"In order to bring about these reductions year by year, it has been necessary to add safeguards to our machinery, such as guards on all pulleys and gears where a person may become entangled; railings around switchboards; lights to illuminate dark walkways and other important parts of premises where injuries have been inviting; poles with hooks to accommodate slash bars, etc., on pit when not in use, guard glasses on our emery wheels; screens to prevent particles from flying into the passing employes' eyes when workmen are chipping at benches, and other safety appliances too numerous to mention.

"We have also put on a more vigorous safety campaign each year, centering our efforts on educating all of our employes and soliciting co-operation, and when this has not been forthcoming voluntarily, other action has been taken, until at the present we feel that all of our employes are safety-minded.

"Safety reminders are posted throughout the roundhouse and around the premises with warnings such as, 'Ever alert, never hurt,' 'One thought for safety is worth a thousand regrets,' 'Eternal blindness might be the penalty for a moment of carelessness,' and 'Better to be careful than crippled.'

"And lastly, we have our terminal competitive standing and our local individual foreman standing, which means so much to all of us. In the terminal competitive race we are in first place, Galewood second, and Western Avenue third. In our individual foreman's race, Working Foreman N. Nelson has not had a lost time or reportable injury since February 12, 1927, or 1,574 consecutive days on June 1st, and Assistant Foreman Ed Grote has gone 1,185 days without a reportable or lost time injury.

"From all these facts I think you will agree with us that Bensenville roundhouse is a safe place to work."

**The pipe gang and the third shift of the roundhouse force, under Foreman Ed Grote, at Bensenville Roundhouse, both groups being under the supervision of General Foreman R. J. Weber.**

# Safety First at Tacoma Shops

**Harry W. Anderson**

WE are all very proud of the record that is being made at the Tacoma Shops, in regard to the prevention of personal injuries, and what a noble record it is to be proud of, and what a humane record to establish. The record shows that Safety First has not only been preached at Tacoma Shops but has also been practiced, for up to date we we have not had an accident of reportable nature since November, 1929, a period of nearly twenty months, or in other words, 655,000 man hours have been worked without an accident.

The above-mentioned record is without a doubt the result of the untiring efforts of General Foreman Al Pentecost, coupled with the co-operation of his foremen and the men working under them—for Safety First records are not made by one man, or a few foremen, but by everybody—they all have a hand in it, and the wonderful result reflects on the entire organization, from the master mechanic to the youngest man on the seniority list.

The system at Tacoma Shops seems to be on the power of suggestion basis—on entering the shops a stranger is immediately impressed with the fact that Safety First is the by-word, and that a group of careful employes are working here, for right in front of him flares forth a night sign admonishing everybody to "be careful," "watch your step," "avoid danger," etc., and to the left is a large bulletin board that broadcasts to the world just how the record to date stands, which at the present time contains so many ciphers it looks more like a record of some egg-laying contest.

**Harry W. Anderson**

Yet this is not all, by a long ways. As you pass through the shops you are reminded at every turn, not by a continuation of standard printed signs that are monotonous, but in forms that vary and always attract the attention—traffic regulation signs tell us to keep to the right, or wherever we are supposed or not supposed to go, and here and there are reminders of what danger lurks in that particular locality. Like the age-old sign "Beware of the Dog," when seen a person usually keeps an eye peeled for said purp and keeps out of his reach; and as the old saying goes, "Forewarned is forearmed," so if anyone should get hurt, it would be a rare alibi to use, that we didn't know this or that.

As stated before, the by-word is "No Accidents," either reportable, lost time or otherwise—we just don't want them, that's all, and if honest effort and steady plugging will do that job, the job is going to be well done. We have a good start on this no-accident business, and the further we go the more determined we are.

Now for some personalities—and the first one is William Luebbe, who has an average of 65 men under his eagle eye, composed of machinists and boilermakers and these fellows are doing work that requires great care and precision, and the element of danger in their line of work is very prominent. There has not been an accident in Bill's organization for so long that he has forgotten what a form 171 is—in fact, those he has in stock are getting yellow with age, and to be exact it was in February, 1928, that he had an accident of a reportable nature—just 28 months ago.

Perley Horr has a gang of men composed of machinists, pipefitters, tinsmiths and helpers that check in at an average of about 65—the work of these men is varied and great caution must be exercised in order to eliminate accidents—but they do it, for no accidents have occurred in this department since August, 1929, a total of 21 months, and still going strong.

R. A. Nofke, the man who has charge of the electricians, with a force of approximately 20—the elimination of accidents in this department is a job that is second to none, because handling juice is a ticklish business at its best, and these men spend their hours of labor repairing the various parts of the electric locomotives, and many times this work is done while the stuff is hot, or in other words under high voltage, and we have got to pat these fellows on the back for they have not had an accident since August, 1929, a period of 21 months, and, of course, it may go for many months yet, we don't know, but if these fellows have anything to say about it, it will be a good many months, yes, years.

(Continued on page 26)



# Car Design and Maintenance

**J. J. Hennessey, Assistant Superintendent, Car Department**

*Mr. J. J. Hennessey, assistant superintendent, Car Department, entered the service in 1871 as freight car carpenter, later served as passenger car carpenter, then as assistant foreman and foreman at various points. In 1885 as foreman at the Milwaukee shops; in 1887 as general foreman, Freight Car Department, later in same year as general foreman Passenger & Freight Car Departments; in 1888 advanced to master car builder, where he served until February, 1918, when he was relieved of the arduous duties and responsibilities, due to ill health, and placed in the position of assistant superintendent, Car Department, which position he still holds. He joined the Master Car Builders' Association in 1888, served on many of its committees and was chairman of several. In 1901 he was unanimously elected to the presidency of that association for one year. In August, 1902, he was appointed member of its Arbitration Board, of which he is still a member. In December, 1904, he was elected Chairman of the Board, and served in this capacity until June, 1919, thus serving the longest term as chairman. New freight car building was initiated under his regime in 1888, and this phase of the work developed until 28 new freight cars were built per day at the Milwaukee Shops. In all, upwards of 67,000 new freight cars were built under his supervision.*

IT is with considerable satisfaction that one reviews the phenomenal progress in the state of the art of car design and maintenance.

As I look back through the years, I can visualize the various steps taken through constant study, trial and expenditure, in bringing about our present day equipment which combines strength, endurance, safety and comfort.

When I entered the service of our Milwaukee Road in 1871, box cars were for the most part 24 feet long and from 24,000 to 28,000 pounds capacity, with wooden underframes, wooden draft timbers, pin and link draw bars, single spring spindle draft gear, and single coupler stops front and rear. The arch bar truck had only a short time previously replaced the wood truck frame of designs too numerous to describe. In the course of a few years we advanced to the 28-foot box car of 30,000 pounds capacity, then to the 33-foot, 40,000 pounds capacity lumber line box cars, and by the application of additional truss rods we advanced to the 50,000 pounds capacity box, and later by increasing the diameter of the truss rods we had the 33-foot, 60,000 pounds capacity box cars. We in the west did not obtain the 80,000 pounds capacity box until the year 1901 and the length of the car was increased to 36 feet, 40 feet, and 42 feet.

In 1887 we equipped the first freight car on our road with double hand brakes. The pin and link draw bar gave place to the vertical plane automatic coupler in the year 1889, and at about that time the automatic air brake and metal brake beam came into general use for freight cars. The first vertical plane automatic coupler was the Janney, and other patented couplers soon followed, until we had the Gould, Dowling, Fox, California, Drexel, Columbia, Buckeye, Tower, Simplex, Munton, Melrose, Kelso, Major, RE-Janney, and perhaps others which I cannot now recall. More or less difficulty was experienced in having these various couplers couple one with the other, and all of the parts were not interchangeable one with the other. The railroads had to purchase and try out these various makes as fast as they appeared on the market, in and effort to ascertain the most practical from a service and maintenance standpoint. In the year 1909 the standard 9¼-inch head was adopted for couplers —this measurement being taken from the inside face of knuckle when closed, to the rear of the coupler horn, and this was perhaps the first step toward standard

**J. J. Hennessey**

design. Later in the same year the 1¼-inch rivets were adopted as standard for rivetting coupler to yoke. In 1903 the solid knuckle was adopted, which meant elimination of the opening for insertion of link of the old pin and link draw bar with which many cars are still equipped. In the year 1916 the present type "D" coupler was adopted which abrogated all of the various makes of couplers, and this indeed was a great step forward, although in the year 1902 the shank of the coupler had already been increased from 5x5 to 5x7 to obtain greater strength.

The next progressive step was finding ways and means of getting away from the arch bar type of truck with its attendant loss of nuts, breakage of bolts and failing arch bars, which latter defect was not always discernible to the car inspector account hidden by the truck castings, and in the year 1896 our railroad finally made a start by equipping 200 gondola cars with the Fox pressed steel truck. We had, the previous year, applied the first Barber side motion rollers to our trucks. After considerable test we found that the Fox truck did have distinct advantages over the arch bar type, but it was not altogether satisfactory, and it was not until the year 1904 that the Bettendorf boltless cast steel truck came on the market. The Milwaukee Road was the first to try these. The idea presented in this construction seemed to be along the correct lines, and with improvement in the shape, and somewhat in the design, it was finally developed into the splendid truck we have today.

The single spring draft gear was our next object of attack. First, we combined the front and back stops to obtain greater resistance. Then the idea of additional spring capacity was initiated, and although the space we had to work in was limited, due to the narrow spread of the center sills, several designs were placed on the market. We selected three of the designs which appeared to possess greatest merit, and in the year 1897, we equipped one hundred cars with each of these designs. After considerable service we found that the tandem spring design was far better than the twin spring arrangement, and we immediately adopted the tandem spring design. This went on until the year 1900 when the friction draft gear was initiated, and as this offered greater cushion and resistance than the tandem springs, we commenced applying the friction type in 1902. Immediately various designs of friction gear were placed on the market, and like the initiation of the vertical plane automatic coupler, some of the friction gears were not applicable in place of another, nor were any parts of one gear interchangeable with that of another. This problem is now being studied and out of the great complexity it is hoped that a standard will be developed.

For years before my time, the wooden roof was the only type for box cars, but in the year 1888 we commenced applying sheet plastic material between the two courses of boards with considerable success, in that when the top course warped or split, the plastic material prevented leakage into the car. In our effort to obtain a more durable roof we commenced, in 1898, to apply an inside metal roof, but as this called for a top course of boards of high grade lumber, we experimented later in the same year with an outside metal roof which proved more successful, and this type, with varying degrees of design, has been adhered to as about the best known to the art.

We now turned toward a remedy against the increasing expenditure for maintenance of box car ends which were being forced out through the shifting of the load, and our first attempt was made in 1905 to apply composite end posts consisting of metal I beams with wood fillers. This helped considerably and the strengthening of this part of car has gone on, until today we have the all-steel end which offers remarkable resistance to the shifting loads.

(Continued on page 21)

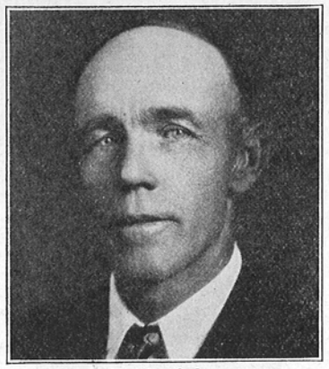
Edward Ryan

James Benish

Elmer E. Hiscox

Herman Ott

C. J. Whitenack



Charles Osburn

John Buegge

William E. Smith

# Along the Line

## Interviews on Safety First and Accident Prevention

**William Siegler, Tank Shop Foreman, Minneapolis.**

WHAT Can Members of the Safety First Committees Do to Bring About a One Hundred Per Cent Operation?

"It may seem to us that if we attend the Safety First meetings regularly, bring up one or more unsafe conditions or practices, or caution whoever we see violating the Safety First rules, that we have done everything that could be expected of us. We may even believe that is all that can be done.

"When we learn that in Minnesota, alone, in the last six months of 1930, there were more than 18,000 industrial accidents—125 of these being fatal and six cases resulting in permanent total disability, we realize the enormous amount of educational work ahead of us. Tomorrow we may hear of someone getting hurt here in the shop or roundhouse. We ask where it happened and heave a sigh of relief when we hear it was not one of the men in our gang because it will save us from an investigation where it will be discovered how little we really know about Safety First.

"To bring about the results we are all so anxiously striving for, we must know and study the Safety Rules and that every man of us understands them; and we should show by our talk and actions that we believe that accidents can and will be eliminated."

**E. Hiscox, Electrical Foreman, Western Avenue, Chicago.**

How I Instruct My Men in Safety First:

"'Kill the circuit lest the circuit kill you,' says I. M. Cautious, an old-time electrician, with years of experience and a clear safety record. If that slogan were adopted by all electrical workers it would save many a life and our Safety Rule No. 18 says practically the same thing that I. M. Cautious said, but how often is it done, and why can't it always be done? It can't be done for the reason that the roundhouse foreman has his engines to turn, the boiler foreman his boilers to fill, the laundry sheets have to be gotten out, the cars must have light, so the battery charging must be done, and so on, even though we 'kill the circuit lest the circuit kill us' it can't be done every day in the service, for as they say in the circus: 'the show must go on,' and so it is with us. So then what is the way to protect ourselves and our fellow men? Personal instruction and continual policing, to see that men never climb poles on which there are obstructions; wear rubber gloves and use rubber blankets, and above all to see that they are safely set before beginning work. These are in the Safety Rules, of course, but we must all watch out not only for ourselves, but for those with whom we work —that is what I mean by 'policing.'"

**Charles Colman, Machinist, Galewood.**

Responsibility:

"I think the prevention of personal injuries the first duty of each employe to himself, to his fellow worker, to his employer and to his family; and the duty of a supervisor is to educate every workman to realize that his freedom from injury depends on the care exercised by him and his fellow employes, and that their safety mostly rests with themselves. It is estimated that approximately 96 per cent of the preventable accidents are due to carelessness by the workman of his own safety and that of his fellows. The suffering and loss caused by accidents surely warrant the exercise of the greatest degree of care on the part of the men in the prosecution of their work, and calls for the heartiest co-operation with their employers in the endeavor to prevent and reduce the number of accidents."

**G. J. Whitenack, Carman Helper, Channing, Mich.**

History Repeats Itself:

"Everyone has heard that statement many times, but some of us hear it too late, much to our sorrow. We read of accidents in which several men were injured, and upon reading the report of the injuries, it all seemed so simple that we could not help but wonder how it all happened. Sometimes the equipment was blamed, sometimes the supervisor and often the men concerned were to blame. But after everything had been discussed pro and con, it would have to be admitted, in the majority of cases, that carelessness was the prime cause. This is easy as long as we are not ourselves involved directly in the case. But here is where history repeats itself. Have we profited by the experience of others? Not by any means, because we have thought ourselves so much superior to those others, in our working ability, that such accidents could never happen to us. That's what we thought until history repeated itself, only this time, it came home.

"So far we have been looking largely on the morbid side of accident history on our railroad. Now let's turn to the brighter side. Today, we see a change. There are fewer injuries, and as far as injuries are concerned, now, there is little repetition of past history. Still we can't again say the old saying, because it is true. History does repeat itself — the only difference being that the history repeating itself now is not one injury after another, but one clean record after another. Free from injuries, and we can trace this change in our history back to the time when we began to use a little common sense in conjunction with the rule book."

**C. E. Osburn, Section Foreman.**

Many Ways of Preventing Accidents:

"Having had twenty-five years' experience as a foreman in the Track Department, in charge of gangs, both large and small, I have found many ways in which accidents may be prevented. Be careful in doing dangerous work such as unloading and piling ties, loading and unloading rail — select the most active men for the most dangerous places; do not place a man 6 ft. 6 in. in height beside one 5 ft. 2 in. to pile ties unless you figure on one or the other being hurt. Do not go about your work with that old 'don't care' feeling. Live up to the Safety Rules, be on the alert at all times because danger may be just one step ahead. Gain the confidence of the men working with us and after the day's work is done and you have satisfied yourself that everything has gone well, show appreciation and compliment the men. It all helps to prevent accidents.

"Know at all times what the men under you are doing and how they are doing it. Most supervisors realize that the responsibilty for the safety of those working under them is a responsibility that cannot be delegated to anyone else—and most of them accept it and do everything they can to protect those under them. Regular inspection of tools and machines, cleanliness and order are important. Responsibility for the physical fitness of the man also enters in. When the year 1931 has passed into history, I hope that the Safety First pennant will be flying high on the masthead in Chicago Terminals."

**John F. Buege, Machinist Committeeman, Milwaukee Shops.**

The Supreme Motto:

"I consider that Safety First should be always and above all the supreme motto to one and all. It should be supreme in every man's mind, in his heart, in his daily activities and in his home.

William Ziegler
William Glenn

G. E. Allcott
Charles Coleman

Once properly instilled in a man's mind, and with the co-operation of his employer, he will feel at ease that he is going to return home at night in as good condition as when he left in the morning. What a God's blessing it would have been had we applied this safety idea years back. Many an arm, leg, hand, eye, tears and hours of sorrow would have been spared. All mankind should learn to heed the Safety Rules. Not heeding them is nothing more or less than the actual cause of many accidents which he regrets or is not in a position to regret."

**Franklin Litz, General Boiler Foreman, Milwaukee Shops.**

Self Preservation:

"So much is being said and done nowadays in the interest of Safety First that I cannot hope to bring forward any particularly new features, therefore, we must rest satisfied in the belief that continued stimulation and active measures will excite constant progressive interest in this important cause.

"Inherent in all men is a tendency to carelessness, which, in many occupations, reaches a point where familiarity with the risks occasions a sort of contempt that too often results disastrously. When thought is given to the innumerable activities of everyday life, it is remarkable how little the average man seems to think or care about the hazards surrounding him on every side. As a rule, indeed, he does not see how they can affect him. Merely telling workmen to be careful and to take advantage of the safety devices provided, will of itself accomplish but little in the way of preventing accidents. Warnings too often repeated, and insufficiently varied, lose their effectiveness, but by using the experience of others and applying the lesson directly, the largest percentage of workmen become awakened to the fact that they are the greatest losers through preventable accidents.

"It is said that the burnt child dreads the fire, but it does seem absurd that a grown man should have to wait for an accident to happen to him before he takes measures against its recurrence. Every employe should consider himself an inspector of safety.

**E. A. Ryan, Machinist Foreman, Milwaukee Roundhouse No. 2.**

The prevention of accidents has become an integral part of the business and industrial life of America. A keener sense of responsibility for human welfare has been awakened among the railroads in our country, and the practical application of the sentiment has helped to promote more harmonious relations.

The increased good will of employes, together with a substantial reduction in the deplorable waste of accidents has made possible a greater production. Beginning as an idea that something might be done to reduce the accident frequency and prevent the killing and mutilating of workers in hazardous work, safety has become a practical ideal clothed with concrete forms.

(Continued on page 20)

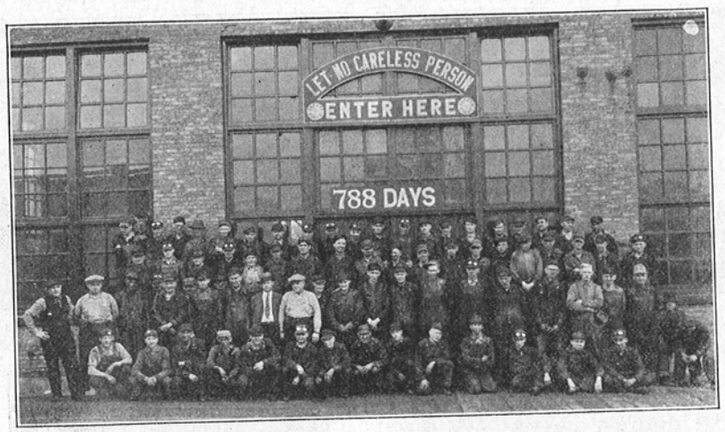
Franklin T. Litz

**Record of the Prairie du Chien Pontoon Bridge Crew**

**Above, left to right: (1) Art Crawford; (2) Fred Feally; (3) Joseph La Rocque, Foreman; (4) James Struad; (5) Joe Toubl; (6) Ed Struad.**

FOREMAN JOSEPH La ROCQUE has the following to say relative to his record and that of his men:

"I started working for the Milwaukee Road on August 2, 1885, in the B. & B. Department, as helper on pontoon bridge B-378 at Prairie du Chien. Have worked steadily for the past forty-five years. Was promoted to foreman in 1914, and have had only two accidents happen to my crew, one sprained ankle and a poisoned finger. I have always practised Safety First."




## Ottumwa Roundhouse Record

A PORTION of the Ottumwa roundhouse force has a record of 788 days without a disabling injury. The employes concerned in this record number 129, and the aggregate man hours involved is 687,254.

This record was due to the effort put forth by Division Master Mechanic M. P. Hannon, General Foreman H. L. McCaughey, Assistant Foremen N. H. Hopp, H. F. Pile, Night Foreman A. L. Love, and Boiler Foreman P. D. Schilling, together with the splendid co-operation on the part of all of the men.

In order to give some idea as to the attitude displayed by the employes at this point, the following is a quotation from a letter prepared by Locomotive Carpenter Jerome Cundiff:

"We take pleasure in presenting you with a picture of the shop employes who are responsible for the remarkable record of 788 days without a reportable injury. We feel that all other departments of the railroad can make such a record or an even greater one. We will not be satisfied until we have reached at least 1,000 days without a reportable injury.

"We feel that Safety First is a habit and if the proper methods are used that every employe will get the habit of working safely.

"After a careful study and close observation, I find that the surest method by which Safety First can be instilled in the minds of all classes of employes is through the supervisors. I find that the pressure which is brought to bear on the employe by the supervisor is the only real solution. Bulletins, books of rules, Safety First committees and various other methods of Safety First are regarded as merely a form and are not taken as seriously as are the instructions of the supervisors."

## A Prayer for Protection

**W. L. Schmitz, Trainmaster**

I SOMETIMES wonder if the different crafts here and there over our big railroad really appreciate the meaning of Safety First. Growing up in the rank and file of the Train Department, I believe I am in a fairly good position to judge good work in that department. It's my opinion that the ordinary person doesn't put a great deal of thought into the things he sets out to do, otherwise we would not have so many so-called silly accidents involving personal injuries. I'm going to agree with anyone that it's hard work to think and I want to give you a few of the things that are worth thinking about.

Man is given only one life on earth, and when that is snuffed out, he is through. We are supplied with one body and when we lose any part of it, it is gone forever. Life and limb cannot be replaced. When we impair our bodies we cancel opportunity. Cripples are the best argument for safety.

Safety First is more than a slogan, it is also a prayer for protection from folly and carelessness. It is a plea for men, women and children to preserve what they possess.

Today man is building marvelous machines for his own convenience and comfort, but they bring peril and none of these inventions equal the human body for perfection and sensitivity.

W. L. Schmitz

An education on Safety First is the best kit of tools any man ever owned.

I entered the service of this company on November 5, 1901, and have been continually on the payroll ever since and through all these years I have never been injured, despite the fact that I served 18 years in train service.

All of my train service was put in, in Minnesota and the Dakotas, where extreme weather conditions prevail, and where hazards are many. I attribute my safety record to a thorough understanding of the rules, and a constant thought in mind of Safety First.

## Think and Act Safely

**W. E. Smith, Switchman, Savanna Yard**

THE one habit everyone should form is to think and act safely. It will do no good to think safely if we do not act safely, because it is our acts that cause accidents and personal injuries.

Personal injuries are something from which no one derives any benefit, but they do cause much suffering and sorrow. A man may leave home happy and in the best of health, with many plans for the future, but everything may change very quickly and he may be either fatally injured or a helpless cripple; something to be pitied and stared at on the street, because he forgot to think and act safely for just an instant while performing some hazardous task. The injured person is not the only one to suffer but his family must suffer in sorrow and possibly privation.

The railroad labor organizations were the first in promoting safety by having laws passed for the adoption of safety appliances on equipment, and also for safe working conditions. The safety appliances reduced many accidents and personal injuries, and a standard set of safety appliances has been adopted for equipment on all railroads.

The management of the railroad have worked out a set of safety rules to aid us in doing our work safely, and they have also established a department that does nothing but handle safety matters. It costs the company a considerable amount of money to maintain this department, but they are more than willing to do their part in reducing accidents and personal injuries. All the money spent and efforts put forth by the management and our labor organizations will be of no avail if each individual will not think and act safely.

If any employe on the railroad knows of an unsafe condition or practice on the railroad, he should report it to the proper authority as soon as possible so it can be taken care of in time to avoid an accident or personal injury. If an employe fails to report these conditions, he is not fair to himself or fellow employes, because if an accident should occur on account of this condition he would have to feel that he, in a way, was responsible for the accident because it probably could have been avoided had it been reported and acted upon at once. If an employe reports a condition or practice that he feels is unsafe, it should be given much consideration by the official receiving the report before it is put aside. The man that was an eye witness to the condition must have every reason to believe it should be acted on or he would not have reported it. I heard a remark at one of our safety meetings that many safety suggestions had been received and acted on which caused a large expenditure of money, and not one of these conditions caused a personal injury. This may be true, but it is also possible that the conditions were taken care of in time to avoid injuries.

The yardmen at Savanna have gone three hundred and eighty-two days (382) at the present time without an injury, and we are going to continue that record indefinitely.



# SAID TO BE HUMOROUS

A QUESTION

Magistrate: "You are charged with exceeding the speed limit last night. Are you giulty or not guilty?"

Prisoner: "You ought to know, judge. I was in that car you passed just before they pinched me."—**Transit News.**

Passenger: "Conductor, have I time to say good-bye to my wife?"

Conductor: "I don't know, sir, how long have you been married?"

JUST LIKE A TRAINMASTER

The superintendent had severely crticized the trainmaster for laxity in reporting accidents, impressing upon him the fact that it was very necessary to report by wire immediately anything that appeared to be an accident, no matter how trivial it might seem, without waiting for details.

Only a few days later, the superintendent received the following wire: "Man fell off platform in front of engine." To which the superintendent wired: "Advise details." The trainmaster replied: "No one hurt; engine was backing up."—**The Ticket Agent.**

TEMPERED WITH MERCY

Judge (sternly): "Well, what is your alibi for speeding 50 miles an hour?"

George: "I had just heard, your honor, that the ladies of my wife's church were giving a rummage sale, and I was hurrying home to save my other pair of pants."

Judge: "Case dismissed."

Our little Willie's only five,
But a genius sure's your're born,
We let him drive our car because
He knows how to toot the horn.

## Switch Shanty Reminiscences

*By Than McCool*

"WELL, SIR, I understand from the Big Fellow that our yard stands a good show of winnin' this year's safety award and 'tis proud I am that I'm working here." The speaker, pipe in one hand and lighted match in the other, was Brian O'Rourke, veteran switchtender in the lower yard, affectionately known to his fellow workers as the "King." His audience consisted of the coach yard switch crew, "on the spot" in the yard clerk's shanty, waiting for a string of freezers to be iced before returning them to the passenger station for movement to Chicago.

"I'm a great believer in the safety movement," said the King. "Sure, I went through the days of the link and pin and all, and thank the Lord I've still got ten little fingers and ten little toes, as the song goes. Come to thinks of it, I don't believe there's a single bad mark against my personal record either. I hope not, anyhow.

"Speakin' of personal records reminds me of an old pal of mine, who thought more of his record and keepin' it clear, than any other man I ever knew. He's gone now, to his reward. Langan was his name. Charlie Langan. Maybe some of you lads knew him. I worked with him on the Short Line, between Minneapolis and St. Paul, and for a long time he ran a train on the River Division. I was runnin' opposite him with Con Kelly. Langan never did a wrong thing in all his days, numberin' more than fifty years, on the railroad. Nor off it, either, so far as I know.

### MOGUL MIKE SAYS:

There's nothing on wheels, wings or water that has the possibilities in speed, capacity, comfort and safety that can be developed by the railroads.

Our style has been cramped for a long time because so many travelers and shippers have boosted the stock of other kinds of carriers at our expense. This has kept us from making a lot of improvements we wanted to make in facilities and service, in addition to those we have made.

Plenty of business is the only thing we need to bring out the best that's in us, so if the people really want to enjoy the last word in transportation, all they have to do is to shift their business back to the rails . . . We'll show 'em!

* * *

And speakin' of Safety First work: I'm tellin' you that the strengthening of its rail system is one of the most important jobs this country has to perform for its own safety.

"But there was one time he came near gettin' a black mark. I recall it distinctly, for I was on his train, deadheadin' to Minneapolis.

"'Twas a New Year's Day back in the '90's. We were on 55 and runnin' a little late due to the cold and driftin' snow. We'd just had a real Minnesota blizzard. We don' get winters like those any more.

"At Hastin's we picked up a dozen or more for St. Paul and Minneapolis and one for Newport. That was a Mrs. Daly. All the boys on the River knew her. And a fine woman she was. She had a fine boy, John, runnin' a train on the old 'Skally.' I'll wager you lads never heard of the 'Skally,' did you? It was the St. Paul and Duluth Line. We came near buyin' it once, I understand.

"Well, sir, Newport was a 'flag' for 55 in those days and after Langan picked up Mrs. Daly's ticket and passed the time of day with her, he dropped into the seat with me for a word or two about Con Kelly, who was layin' off sick. That's why I was deadheadin' up to see him.

"Now, although Ryan, who was on the head end that day, whistled for Newport, glory be, if Charlie didn't forget to pull him down and we went by the station with the throttle wide open.

"Charlie came to his senses when he saw the station buildin' and he sprang for the cord and signalled for a quick stop. And maybe he didn't get it. Ryan put her in the big hole and nearly slid me off the seat.

"We must have been most a half mile west of the station when we stopped. Poor Charlie. He opened the coach door and the snow alongside the cars was most to the windows. To back up to the station platform meant sending a flag ahead, and he knew that the operator had 'O. S'd' us by. What would the dispatcher say when he knew Charlie had run by a flag stop with a passenger? And what would they write on Charlie's personal record?

"While Charlie was standin' on the lower step as miserable as could be, lookin' back and waitin' for Ryan to come to a full stop, and by the way, our car finally stopped on a road crossin' and some teams had broken a path, he heard a voice behind him on the platform sayin', 'May the Lord bless you this day and this night Charlie Langan. You're the only man on the River Division who'd do this for an old lady. Here I am now, just across the road from my daughter's house and a path cleared for me up to the door. God bless you, kindly.'

"Well, that was that, and we were gone in no time at all. We went into St. Paul right on the dot and to this day I don't think the dispatcher ever heard of the extra stop. Least nothin' ever went against Langan's record."

And the coach yard foreman having announced that the job of icing the express cars was completed, the little band adjourned, a smile on their lips but a resolution in their hearts to keep their own personal records clear.

A little jack will lift a car, but nowadays it takes a lot of jack to keep one up.

PROFESSOR OF GIBBERISH

"I was just reading about a fellow who has been employed in this country for seven years and can't speak a word of English."

"Impossible! What is his employment?"

"He's a train announcer at the Union Station."—Pathfinder.

# Along the Line

(Continued from page 17)

The transforming and changing influence of the idea and methods of railroad safety is one of the significant developments of the railroad life of our country. Safety is sane and practicable, beneficial to the management and to the employes; it is a national asset of inestimable value.

The safety message cannot be crammed down the men's throats. Man must be made to want to work safe, and only by constant diplomatic and intelligent teaching can this desire be created.

Occasionally it may be necessary to drive home more forcefully the ghastly results of a few seconds of carelessness, but for steady diet the humorous, understandable cartoon conveys the lesson perfectly, and is an effective method of putting the message across to the worker.

But the human family is optimistic. Realizing fully that carelessness and negligence and indifference cause accidents, most men are so optimistic as to believe that while it happened to the other fellow, it will not happen to him.

When the worker sees the heads of the organization taking a personal interest in the protection of his life and limb, and in the safe-guarding of his physical well being, he will be quick to respond with a like attitude toward the organization he is serving.

It is already evident that the safety movement, after going through the preliminary maneuvers of finding itself, is settling down to having its main development along these lines. This fact is demonstrated by the results of sincere efforts of the safety committee and cooperation of the entire Milwaukee roundhouse No. 2 organization's record of 479 days without an accident."

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**G. E. Allcott, Passenger Shop Schedule**

*Supervisor, Milwaukee Shops*

IN the entire kingdom of living creatures, civilized man is the most intelligent. He is also the least careful of himself. Primitive people and dumb animals are generally "safety conscious"—instinct makes them so because self-preservation is the first law of nature. On the other hand, civilization has seemingly somewhat dulled man's instinct of self-preservation. He will be careless, chance-taking and fearless, where animals, under similar circumstances, will not.

Take the elephant. He must be safety-minded or perish. He is a big creature—weighs several tons. He must be careful where he walks—and he is. Watch him cross a bridge. First he tests the bridge with his one foot to determine whether it will safely carry his body. If the bridge is strong the elephant will walk upon it; if it is weak—a detour is in order. But many men are not so careful. They'll take a chance. They believe that it's a feminine trait to be timid (although elephants are neither weak nor timid). Climb up the ladder? Sure! Test the rungs? Why bother? But—a rung breaks—a man falls—and a frantic wife rushes him to the hospital.

Old rats are crafty. They have lived and they have learned. It is extremely difficult to catch them in traps. They prefer to die of old age. A man's brain is nearly as large as a rat's body. Yet—a machine operator wears loose clothing—discusses topics of the day with a passerby—a sudden loud grinding of gears—a terrible scream—and the coroner's verdict, surrounded by advertisements, is published on the third page of next morning's newspaper.

Camels are wise. They protect themselves against possible happenings. Camels are desert born and deserts are treacherous—in them, almost anything MAY happen. A trained camel will often refuse to carry an excessive freight load upon his back. He seems to realize that he must have a fighting chance to overcome any obstacles that may threaten his well-being. Many men lack such foresight. Today will be like yesterday, and nothing happened yesterday, did it? So—a carpenter's goggles, the lenses well polished, sit upon his forehead—the emery wheel hums as it eats away the edge of a chisel—little pieces of steel fly around just like they flew yesterday—then, one chip jumps like none had jumped yesterday—and when the excitement is over the carpenter bears the new nickname of "Old One Eye."

Robins protect their young. The little birds in the nest are kept warm, fed, taught and protected from danger by their mother and father until such time when they can take care of themselves. The babies can survive and mature properly only if their parents are alive and able-bodied. Likewise boys and girls need a father and mother to furnish them with every possible chance to face the world squarely. Yet—a painter rushes homeward to read the evening's paper—hops a freight train for a quarter-mile ride—slips—and the county's orphan asylum greets two new inmates.

Nature is cruel. Among animals only the fittest survive. If people today believed in the survival of the fittest of the human race, and practised that belief, there would be no Safety First movement. There would be no need for one. A dog-eat-dog belief would undoubtedly put a very sharp edge on man's instinct for self-preservation, thus reducing accidents due to carelessness and thoughtlessness to a negligible number. However, in the absence of any such belief, or the impossibility of ever obtaining one among civilized people, it is only possible to call attention to the fact that many intelligent two-legged animals have much to learn from some of the so-called dumb four-legged animals.

The moral to be drawn from this article is NOT that human beings are inferior to dumb animals in matters pertaining to their well-being. Rather, the article attempts to point out, by means of crude contrasts, that if man made greater use of his inherent qualities, such as carefulness and thoughtfulness, fewer accidents would occur. Many men have not yet realized the fact that there are no spare parts for the human machine.

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## Labor Foreman Ott's Record Milwaukee Shops Foundry

MR. HERMAN OTT, labor foreman, Milwaukee Shops Foundry, guided his force of 57 employes throughout the year 1930 without a reportable, lost time or minor injury, and so far this year his record shows only one minor injury.

The employes under Mr. Ott's supervision are, perhaps, subjected to hazards unknown to employes handling other classes of work, such as unloading scrap car wheels from cars, breaking them and loading the broken parts on trucks, wheeling trucks containing metal to cupolas, and the handling of pig iron and other foundry materials which require great strength.

His record is really a remarkable as as well as a distinctive one.

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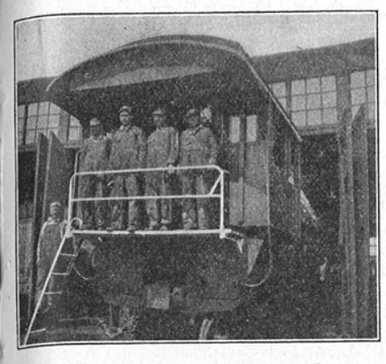
## A Fine Record

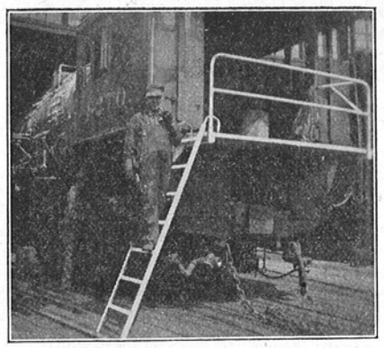
ABOVE is a group of men employed at Manilla Roundhouse and Coal Shed, under the supervision of Foreman A. H. Farley and Master Mechanic W. N. Foster. They have not had a reportable or lost-time injury since October, 1929. They are strong believers in doing their work in a safe manner.

Top Row: A. H. Farley, Al Langheim, Ed Christensen, Joe Long, Jess Warner, Henry Bargenquast.

Bottom: Jerry Murphy, Frank Means, Henry Dubrall, Ben White, John Opperman.







## Detachable Safety Platform at Terre Haute

THIS is the detachable safety platform that is being used at Terre Haute Roundhouse, on engines undergoing classified repairs. This platform can be applied in a very few minutes and affords an easy and safe entrance to cab, more working space in cab, and complete safety from falling out of the cab accidentally. The end railing and ladder is removable so that entrance can be made from either side of the platform. The end railing also prevents employes from using other than ladder in getting off the engine.

This platform was designed by Messrs. P. B. Mueller and H. J. Richard, foremen at Terre Haute, and is constructed from second-hand material at a very small cost. They will be only too glad to furnish a sketch to anyone desiring same.

Pipefitter A. W. Brown is standing on the ladder above.

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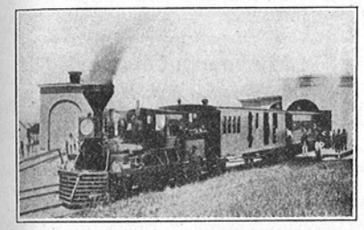

## Minnesota Central, I. & M., McGregor Western Railroad Veteran Association, 1864-1870

**S. S. Johnston**

THE 21st annual meeting of the Minnesota Central I. & M. and McGregor Western Veteran Railroad Men's Association was held at the West Hotel in Minneapolis, Minn., on June 4, 1931.

The members started to assemble about ten o'clock and by eleven thirty a good old-time visit had been had. As some of the members wished to attend the funeral of a friend, we adjourned to the dining room and attended to some of the less important business before the dinner was served.

The reading of correspondence by the secretary, included regrets from members who were unable to attend, acknowledgments of sympathy and floral offerings from the families of Mrs. P. J. Baker and Mrs. C. F. W. Hall, and a long communication of distress from an old member, who has found himself in dire distress at the age of 84 years, and his only assistance is an invalid daughter who is a widow.

The treasurer, without authority, depleted the treasury and added a few dollars that were donated and sent it to him at once for immediate relief, then with the assistance of the Masonic Order, our comrade is being cared for at present at St. Louis, Mo.

After the reading of these letters a unanimous vote was taken sanctioning the action of the treasurer and commending the act.

Dinner was served promptly at twelve o'clock and was enjoyed by all. The tables were decorated with carnations and roses, thanks to Miss Helen Wood and the management, who always do all they can to make our meeting pleasant.

At the finish of the dinner the meeting was called to order by the vice-president, J. C. Scallen, who made some very fitting remarks on the necessity of his having to fill the president's chair, owing to the death of President Hall.

Election of officers was as follows:

Joseph C. Scallen was elected president.

A. Zac Coles was elected 1st vice-president.

M. Gilmartin was elected 2nd vice-president.

S. S. Johnston was elected secretary and treasurer.

John H. Sessions was elected assistant secretary and treasurer.

New Business:

After considerable discussion it was decided to correspond with the officials of the Chicago, Milwaukee, St. Paul and Pacific Railroad Veteran Association and ascertain if the Minnesota Central, I. & M. and McGregor Western Veteran Association could be consolidated with the larger association, sixteen of the I. & M. vets are also members of the C. M. St. P. & P. Association and ten have not served years enough to qualify.

They of course are willing to relinquish all claims and other matters of that class are concerned and become members of the fraternity for sociability only. This would be of benefit to both organizations.

It will only be a few years until the I. & M. vets will be a one-man organization, as there are no more who are eligible to join, and we are now to a membership of 26 at an average of over 83 years, so it won't be long to the finish.

This resolution was passed unanimously, and the secretary ordered to enter into correspondence and ascertain if in any way it can be brought about.

## Car Design and Maintenance

(Continued from page 15)

For years the wooden underframe constituted one of our weakest links in car design. Attempts had been made from time to time to strengthen with metal draft arms, but this did not eliminate the sill breakage. Double sills were placed in center of car, but we could not get away from splitting and decay, and the long one-piece sills of exceptional grade were very expensive. After much study and experiment, we developed, in the year 1901, a design of steel channel continuous center members, and at the same time had the body bolsters continuous, eliminating entirely the underhung draft timbers, and attaching the draft gear direct to these channels. This proved to be a distinct step forward in that the strains of buff and pull were transmitted in direct line of the sills and failures were thereby considerably reduced. However, the all-steel underframe was being developed and in that same year was introduced, and after considerable service tests, was found to be a still greater progressive step, and today we have this as the latest development for that part of the car.

The next step will, I think, be some practical substitution for rivets for attaching coupler to the pocket. While the diameter of these rivets is about as great as the space will permit, the rivets do shear and allow coupler to pull out.

I recall, too, that when I entered the service, coaches were lighted with candles, had wood-burning stoves for heating, and bare wooden seats and seat backs. We finally installed lamps in the late '70's, while in the early '70's loose seat cushions and some upholstery were applied to the seat backs. In 1887 we commenced applying steam heat equipment to such cars as operated in our first class trains, and in 1892 we started equipping all passenger train cars with this equipment. We operated sleeping cars independent from the Pullman ring, and they were indeed very crude, but we were continually experimenting and by the time we entered the Pullman ring, in the early '80's, our sleeping cars had developed on a par with Pullman.

The work was all very interesting, and I am happy in the thought that I had a hand in it, and proud, too, in the knowledge that our own Milwaukee Road did its share, and sometimes I think more than its share in experimentation and development. We are still at it as is attested from the fact that we are today holding our own in advancing and developing ideas not only in the betterment but also in the reduction of maintenance costs of the equipment.

It is a wonderful field in which the ingenuity of the best mechanical minds will find much that is interesting and worthy of their greatest skill.

Having just passed my eighty-fourth birthday, still blessed with good health and still a member of the great Milwaukee Road family, I am greatly interested in the wonderful strides being made by the exceptional caliber of the men who are assisting in bearing the burdens of Car Department operation today. I enjoy their every success and glory in their splendid achievements. Our railroad is worthy only of our very best. Long may it live and prosper.

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

**To Members of the Women's Club:**

Because of the work of the Women's Club is so closely connected with the Safety First movement on the railroad, it is appropriate for us in this issue of the Magazine, which is a Safety First number, to give some consideration and thought to this all important subject.

We are in position to realize fully the meaning of the word "Safety," as there is scarcely a condition resulting from accident with which we have not come in contact. We have had many opportunities to witiness the suffering, sorrow, and distress caused by accidents, both on and off the railroad. Our workers have been called to come at once to the homes of the injured, and to visit the families of those who have lost their lives through accident, and have administered such aid and comfort as was within their power, but at its best this could serve but slightly to alleviate the misery of those concerned.

We have seen the father and head of the family taken from his loved ones; have witnessed intense suffering, and seen many permanently disabled; have found families without food and other necessities, hopelessly looking into the future, because the breadwinner had been taken from them—all because of accidents—because someone had perhaps left undone, or had not properly performed the work assigned to him, or was not careful enough. But sadder than almost anything else that we have experienced, have been two instances where young children were deprived of the care and love of their mothers, who lost their lives in fires, which destroyed their homes and resulted in serious burns to other members of the families.

Because of accidents we have paid doctor and hospital bills; for burial of some who have lost their lives; furnished food and other essentials to families left destitute until such time as they could find some means of caring for themselves; secured temporary homes for people burned out; replenished furnishings of homes, also clothing, destroyed by fire, most of this being secured as donations through local solicitation; and assisted in numerous other ways. But nothing that we might do, or that the railroad company might do in the payment of liability claims, where accidents warrant such payments, can ever offset the pain and suffering that is caused by accidents, or compare with the comfort, happiness and contentment through life of those who through their caution have protected the lives of their dear ones, themselves, and others, or who have been so protected because of the care exercised by someone else.

For all of the above good reasons we should constantly be on the alert for ways and means of promoting safety, not only on the railroad and in the home, but in everything that we do and everywhere we go. We can accomplish a great deal along these lines.

No one realizes better than the women of the railroad the care that must be exercised in the performance of their daily duties by our railroad men, and particularly by those who have the lives of others in their hands, of whom there are such a large number in railroad work. No one appreciates more than the wife of a railroad man the importance of sending him to his work in a happy, satisfied frame of mind, free of unnecessary worries, and the many things that can be done toward accomplishing this. It is only by being able to give his every thought to his work that he can render One Hundred Per Cent Efficiency, and protect his own and the lives of others, and the interests of his dear ones.

The matter of promoting safety is not, however, confined to the woman in the home, but extends to the office worker as well. By keeping our eyes and ears open we will find chances every day, I am sure, of preventing accidents—they may seem trivial at the time, but if we act on them at once instead of waiting for someone else to do it, we may be the means of avoiding serious injury to someone or other, and will have done our part in bringing about safer living conditions for ourselves and those around us. I read in today's paper of a man who died of blood poisoning, which resulted from stepping on a tack. I know of another man whose hand was crippled for life because of blood poisoning secured by running a pin into his hand in cleaning waste paper baskets. It was at first thought the hand would have to be amputated. We have all of us heard of people who have met with serious accidents by slipping on one thing or another, which did not belong on the floor, such as particles of food, pieces of string and rope, rubber bands, etc. We have known of injuries resulting from falling over articles obstructing passageways and tripping on broken boards in floors and in stairways.

Watch for the opportunities to prevent accidents and you will find them. If there is anything about the home that needs repair, have it taken care of before something happens. If you see something lying on the floor that should not be there, pick it up before someone slips on it. Don't throw papers with pins or fasteners in them, or broken glass or anything else with a sharp edge in the waste paper baskets. If you notice anything, which because it is in need of repair may endanger the safety of employes, report it to the proper officer of the railroad. If you are operating equipment run by electricity or other power, do not take any undue chances. In this age of greatly increased use of electrical and other mechanical equipment, there is more need for caution than there ever has been.

Let's think Safety, talk Safety, and practice Safety, and adopt as our slogan, "Always be Careful."

ETTA N. LINDSKOG,
Secretary General.

## Terre Haute Chapter

*Mrs. Harold Patton, Historian*

TERRE HAUTE CHAPTER held its regular meeting in the club rooms on Thursday evening, May 21st, preceded by a pot luck supper, which was attended by about 60 employes and families. The supper as usual, was delicious and enjoyed by everyone.

The business meeting which followed was presided over by Mrs. Valentine. Following the meeting a delightful entertainment program was presented by Mrs. Wilson. Miss Doris Grigsby gave several readings and impersonations which were very clever and greatly enjoyed. We hope to have Miss Grigsby with us again.

The next meeting will be held on Thursday evening, June 18th. Preceding this meeting it is planned to have a picnic supper at Deming Park.

## Twin City Chapter

*Mamie Rasmussen, Historian*

TWIN CITY CHAPTER held its last meeting before the summer recess on May 4th, with a good attendance.

Reports were read by officers and committee chairmen. Mrs. Lyle Scoville, chairman of the Ways and Means, discussed the Gallatin Gateway dance, at the Marigold Ballroom, May 14th.

The meeting was closed by a very delicious lunch served by our Social chairman, Mrs. McCullum.

Mrs. Stanley, the president, called a special board meeting May 11th, in honor of Mrs. Carpenter Kendall and Miss Etta Lindskog, of the General Governing Board. A delightful luncheon was served at one o'clock, with the following as hostesses: Mmes. Anderson, Arnold, Bagnell, Bannon, Benson, Bornkamp, Donehower, and Gruber.

Most interesting and instructive talks were given by our guests, which were greatly enjoyed by all present.

The annual Gallatin Gateway dance was held on May 14th, at the Marigold Ballroom, about five hundred being present. At the main entrance to the ballroom was a replica of the famous Gallatin Gateway. This dance was a great success both financially and socially.

Our next regular monthly meeting will be held in September.

## Marmarth Chapter

*Mrs. Harry Wood, Historian*

THE chapter held a well attended meeting in the club house on April 30th. It was with a feeling of regret when the announcement was received that the president, Mrs. Chas. Williams and family had moved to Mobridge, and while we are sorry to lose a very promising executive officer and faithful worker, yet everyone wished them much success. The second vice-president, Mrs. Ed Strieble, presided in a very capable manner.

The Ways and Means chairman gave a report of the delightful entertainment and card party held April 14th, and that $12.00 was paid into the treasury. The Membership chairman reported 6 voting and 8 contributing members were received. The House and Purchasing chairman reported some interior repairs had been made, including a glass door and lock on the library cupboard, and door and lock on kitchen cupboard. Plans were made for spring cleaning and decorating of the club house. From other reports 22 personal and telephone calls were made; 10 letters and cards were mailed; I gift of flowers, and 2 families, of 16 persons, were assisted with food and new and used clothing. We believe each of the chapters realize the enormous amount of relief and happiness that has been given to those of our unemployed family, the past few months by the Unemployed Relief Fund, and are impressed that in the absence of this fund our burden to carry on will be great and everyone will need to co-operate if our great organization is to be able to assist those in need through the period of depression. The cause is worthy—let's do our part.

At the close of the business session a delightful program of music and fancy dancing was given by the Misses Maxine Leaf, Nathalie Morris, Marjorie Butler, Avis Douglass and Ruth Kimbro, with Mrs. Floyd Criger as director and Miss Emma Hadley, pianist. Each of the the young ladies were dressed in garden pajamas and wore large hats, and their numbers were cleverly given and greatly enjoyed. A nice lunch was served by the Mesdames Strieble and Richey.



## Marion Chapter

*Mrs. Robert Cessford, Historian*

A LARGER ATTENDANCE than usual stamped with success the meeting of Marion Chapter, May 14th, when a one o'clock luncheon celebrated the end of a two-weeks' membership drive, which brought to the club a voting membership of 126, and contributing membership of 15. The luncheon was served in the Methodist Church dining room, where covers were laid for 94. Mrs. W. K. Lothian received congratulations on the success of the membership drive.

A business meeting, presided over by Mrs. A. J. Elder, followed, showing relief work done during the past month totaled $40; this was for food and clothing. Mrs. George Hennessey, relief chairman, made an appeal for used clothing, especially for children.

Mrs. O. I. Miller, Ways and Means chairman, reported $42.90 cleared on Ways and Means activities.

Plans were made for the annual club family picnic, to be held in Thomas Park, on June 11th, when an afternoon of sports will take place, followed by a dinner at six o'clock. Ice cream and coffee will be furnished by the club.

The president, Mrs. Elder, announced that no meetings will be held in July and August. After adjournment the members of the club went to Memorial Hall, where a committee had arranged tables for bridge and five hundred. The hall was beautiful with the decorations of spring flowers. Prizes were given to the winners.

## Sioux City Chapter

*Mrs. Ben Rose, Historian*

THE new board of Sioux City Chapter was entertained in the home of the president, Mrs. F. R. Doud, assisted by Mrs. M. R. Landon, 1st vice-president, Tuesday evening, April 21st. Plans for the coming year were outlined, and various activities were discussed. The Board for the year consists of Mrs. F. T. Buechler, Mutual Benefit; Mrs. Martin Dahl, Safety First; Mrs. H. C. Snow, Ways and Means; Mrs. T. G. Oexler, Membership; Mrs. E. J. Cussen, Sunshine; Mrs. G. W. Dilger, Scholarship; Mrs. F. L. Paul, House and Purchases; Mrs. L. Cline, Constitution and By-Laws; Mrs. D. Horrigan, Social; Mrs. R. L. Robson, Program; Mrs. John Carney, Auditing; Mrs. E. A. Murphey, Publicity; and Mrs. F. Mansfield, Telephone.

The April meeting was held the 27th, preceded by a pot luck supper. During the dinner hour, Mr. LeRoy Robson, son of Mr. and Mrs. R. L. Robson, and Mrs. Tom Snyder entertained us with several delightful solos. This group of songs was artistically rendered by both singers, and much appreciated by the audience.

According to Roy Reimers, of the Freight Claim Department, a corn-cob pipe was responsible for the loss of a front tooth. We suppose this excuse is as logical as any other, but believe it borders on a pipe dream.

After a most courageous struggle for the past six months against the results of a terrific automobile accident, Nellie Shea, of the central computing bureau, has returned to her desk. She is to be congratulated.

Olga Laske, of the Abstracting Department, is recovering nicely from a ruptured appendix and will probably be back with us again by the time this appears in print.

The Welfare committee reported aiding four families, one family being almost entirely outfitted with clothing and furniture, as a disastrous fire destroyed practically all of their personal effects.

The chapter decided to hold the annual benefit ball, May 19, in the Rigadon Ball Room. Mrs. H. C. Snow is chairman of the dance, assisted by Mrs. A. A. Brown, Mrs. T. J. Oexler, Mrs. E. A. Murphey, Mrs. J. Ebersole, and Miss Helen Flynn.

Immediately following the business meeting, the troup of Girl Scouts, of which Mary Ellen Snow is a member, gave a play entitled, "A Musical Menu," which is an English production, having been written in Great Britain especially for the Girl Scouts of that country, and later introduced in America.

## Green Bay Chapter

*Mrs. Charles Heyrman, Historian*

ON April 25th the members of the board sponsored a keno party. A goodly number attended. Mrs. Cheany announced the huge sum of $72.00 cleared.

May 7th we held our regular business meeting. A nice crowd attended. Mrs. M. E. Hastings, Welfare chairman, reported several calls made and no sickness, for which we are very grateful.

Mrs. Stickler, Social chairman, announced our next regular social afternoon meeting would be guest day. Each member to ask a guest who is eligible to belong to our club.

Mrs. Chas. Cheany, Sunshine chairman, reported 20 personal calls, and 18 telephone calls.

We are so proud of our increase in membership. Mrs. E. A. Meyer, our Membership chairman, is to be highly commended. The dispatchers and freight offices are 100 per cent. While the Mechanical and Car Departments are almost up to that mark and expect to reach the 100 mark soon. The men have responded just wonderfully, not only in our membership drive, but they have aided us in all the projects we have undertaken. And to show our appreciation to them we are giving a party in their honor, May 23rd, and telling them to leave their pocketbooks at home.

Mrs. Glenn Jones and a committee have promised them a good time and we hope to see a large crowd. We have concentrated most of our efforts on contributing members and now will launch a drive for active members.

## Council Bluffs Chapter

*Mrs. Carmen Underwood, Historian*

COUNCIL BLUFFS CHAPTER met at the Y. M. C. A. on May 6th. During the business meeting plans were made for a picnic dinner to be held at the Fish and Game Club, at Lake Manawa, for members of the club and their families, on June 3rd at noon. This picnic is an annual event and closes the regular monthly meetings for the two summer months, and we hope to have a large crowd at the picnic.

The remainder of the afternoon was spent in playing "bunco," which was followed by dainty refreshments.

We wish to congratulate Mr. and Mrs. Max Exline, and Mr. and Mrs. Bill Abbott, who are the proud parents of new arrivals.

Mrs. T. M. Schmidt left the hospital Sunday, following a serious illness and operation.

Mrs. Shannan has been very ill at the hospital and had to submit to an arm amputation.

One of our members, Mrs. A. J. Fuller, is moving to Perry, and we all regret having her leave. Having resided in Perry before, the Fullers will not be strangers there. We wish them a lot of good luck and hope we may be fortunate enough to have them back with us again some day.

## Mobridge Chapter

*Bess B. Bunker, Historian*

MOBRIDGE CHAPTER met on the evening of April 27th, with Mrs. Frank Schneider, president, presiuing.

Mrs. Schneider, who acted as chairman of the Relief committee during the past year and who filled this office in such an efficient manner, is to be congratulated on this first meeting. We feel sure that our club is slated for a year of unusual success in its activities and we hope that each member will give of her very best towards making this a successful club year.

Matters of business were disposed of; reports of various committees and letters relative to outside activities were read; also note of thanks for remembrance received during her recent illness from Mrs. Sarah Rollins. We are glad to report that Mrs. Rollins is convalescing nicely. Mrs. Rollins, for several years, has been a regular weekly visitor at our hospitals, bringing cheer and comfort to all of our "shut-ins," and any sunshine we can bring to her now is but a return, in a small way, of the bread which she has so cheerfully cast upon the waters.

A special meeting of the Board was reported as having been held on April 10th, at which time the application for a $25.00 loan was considered and allowed.

Mrs. Lon Green's resignation as corresponding secretary was read and accepted, Mrs. Mildred Richardson being elected to fill this vacancy.

The Relief committee reports that 51 families were given aid during the three months' relief period and $1,862.00 expended towards this work during this period. In addition, 8 carloads of coal, clothing, 24 sacks of potatoes, etc., were distributed. $1,000.00 of the local chapter's funds were expended for relief work during the past year. The season just passed has been a particularly trying one and we are grateful to all who, through their giving, made it possible for us to lighten the burdens of those less fortunate.

Mrs. Leonard Clark, of the Sunshine committee, announced that she had made a number of calls at the hospital during the past few weeks.

At the close of the business session, Mrs. A. F. Manley, chairman of the Program committee, introduced to the club Mrs. E. W. Tobin and Mrs. J. C. Thompson, who presented a number of their pupils in recital. Vocal solos were rendered by Geneva Perry, Rozella Trojohn, Guy DeVany and Robert Fuller; saxophone solo, Donald Gould; piano solos, Anna Eklo and Lorene Rose. Mrs. Tobin and Mr. Thompson played the piano accompaniments for the various numbers. Each number was greatly enjoyed and we feel we are justly proud of the talent these young people display.

A refreshment committee consisting of Mmes. Frank Williams, Harry Worix, Roy Van Dyne and A. W. Vail, served cake and coffee at the close of the meeting.

## Portage Chapter

*Mrs. F. P. Miller, Historian*

PORTAGE CHAPTER held its regular meeting May 1st, with a large attendance. Mrs. Lester Merrill, first vice-president, presided.

The Sunshine committee reported several calls and sent flowers to the sick.

The Mutual Benefit committee reported sending coal and clothing, and also help to a family. The Ways and Means committee made plans to sell tickets for a moving picture in May. The Membership committee has started to work getting new members.

The annual picnic will be held June 6th, at Pardeeville Park. This is one time when the fathers and mothers and kiddies come with well-filled baskets and take in the sports.

Misses Elizabeth Brawer and Helen Ambrose gave two vocal selections on the guitar. Cards were played after meeting.

A lovely luncheon was served by Mrs. Scott and her committee.

(Milwaukee Railroad Women's Club—Continued on page 45)

## The Patterns

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

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

**7209. Ladies' Dress.** Designed in sizes 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires 4½ yards of 35-inch material, if made with collar and plaiting in self material. Without collar 4⅛ yards. To trim with plaiting of contrasting material requires ¼ yard 35 inches wide, cut in strips 1¾ inches wide and measuring 5 yards in quantity. Of ready made machine plaiting or ruffling 3 yards are required. Price 12c.

**7202. Ladies' Dress.** Designed in sizes 34, 36, 38, 40, and 42 inches, bust measure. To make the dress as pictured in the large view, requires 4⅛ yards 35 inches wide for a 38-inch size. With long sleeves 4¾ yards. For contrasting material ¾ yard cut crosswise is required. Price 12c.

**7212. Girls' Dress.** Designed in sizes 8, 10, 12 and 14 years. A size 10 requires 2½ yards of 35-inch material if made as in the large view, without long sleeves. With long sleeves 2⅞ yards. Price 12c.

**7208. Ladies' Morning Frock.** Designed in sizes 38, 40, 42, 44, 46, 48, 50 and 52 inches, bust measure. A 46-inch size requires 4¼ yards of 35-inch material. For contrasting material ½ yard is required. Price 12c.

**7214. Girls' Dress.** Designed in sizes 8, 10, 12, and 14 years. An 8-year size if made as shown in the large view with short sleeves requires ⅝ yard of plain material, and 1¾ yards of embroidered or other contrasting material. If made with long sleeves ⅞ yard of the plain material will be required. To trim with lace ruffling requires 1¾ yards. Price 12c.

**7220. Girls' Dress.** Designed in sizes 2, 4, 6 and 8 years. A 6-year size of one material, without sleeves, and with collar, or with sleeves, and without collar, requires 2⅛ yards 29 inches wide. If made as illustrated in the large view, 1½ yards will be required for the dress, and ⅝ yard for the collar, also 5⅛ yards of lace edging. Price 12c.

**7204. Misses' Dress.** Designed in sizes 16, 18 and 20 years. An 18-year size requires 3⅞ yards of 39-inch material. Price 12c.

**7223. Child's Beach Suit.** Designed in sizes 1, 2, 3, 4 and 5 years. A 3-year size requires 1 yard of material 36 inches wide. To finish with bias binding or piping requires 3¾ yards 1½ inches wide. Price 12c.

**6901. Girls' Dress.** Cut in 3 sizes: 2, 4 and 6 years. A 4-year size requires 2¼ yards of material 32 inches wide. Price 12c.

## Good Things to Eat

**Toasted Cheese Rolls.** Cut fresh bread in as thin slices as possible, using a very sharp knife. Remove crusts. Work butter until creamy and add an equal amount of Cheese Spread, working together until thoroughly blended. Season with salt and paprika. Spread the bread with this mixture and roll each slice separately. Toast quickly. Nice to serve with salad.

**Cheese Croquettes.** Melt three tablespoons of butter, add one-third cup flour and stir until thoroughly blended. Pour on, gradually, stirring constantly, one cup milk. Bring to the boil and add the slightly beaten yolks of two eggs. Dilute with two tablespoons of cream and add two cups of soft, mild cheese, grated. Season with salt and pepper and spread on plate to cool. Shape in croquettes, dip in crumbs, beaten egg and crumbs and fry in deep fat. Drain on brown paper.

**Sweet French Rolls.** Scald one cup of milk and when lukewarm, add one yeast cake dissolved in one-fourth cup lukewarm water. Stir in one and one-half cups flour, beat well, cover and let rise until light. Then add one-fourth cup sugar, one teaspoon salt, one whole egg and the yolk of one, well beaten, one-eighth teaspoon mace, one-fourth cup melted butter and flour to knead. After kneading, let rise again, roll in a long strip to one-fourth inch thickness, spread with butter, roll like a jelly roll and cut in one-inch pieces. Place pieces in pan close together, flat side down. Sprinkle with sugar and cinnamon and bake.

**Ravioli.** Sift one and one-half cups flour on a board, make a depression in the center. Drop in one-half of one egg and moisten with warm water to make a stiff dough. Knead until smooth, cover and let stand ten minutes, then roll thin as a sheet of paper, using a rolling pin. Cut in strips. Mix one-fourth cup cracker crumbs, one-fourth cup cooked chopped spinach and one egg. Moisten with chicken stock, season with salt and pepper. Place this mixture, about three-fourths of a teaspoon, on the lower half of the paste strip. Fold over the upper part of the paste onto the lower, press the edges together and between the mixture and then cut apart. Cook ten minutes in the liquor in which a chicken has been cooked, take up, arrange on a hot serving dish, sprinkle generously with Parmesan cheese and cover with tomato sauce. Serve immediately.

# OUR LITTLE FOLK

**Aunt Betty**

## The Big Adventure

DICK and Bill were too young to be Boy Scouts — Dick was almost ten and Bill was eleven—but that did not stop them from wanting to be. They imitated the older boys, pretended they were Scouts, learned to tie knots, light fires, swim one hundred yards, and apply First Aid, but still they were too young.

Along about the middle of July when all the older boys were going to Scout Camp, Dick and Bill were desperate. They had to do something and it had to be exciting. The best thing they could think of was to go out in the woods and stay there all night, or maybe two nights. They presented the plan to their parents who consented somewhat skeptically. Dick's dad winked at Bill's dad as much as to say: "They won't stick it out for the whole night," and their mothers began to worry as usual about whether they would be warm enough and safe enough.

And then they began preparations. There was food to be provided and packed, bedding to be rolled up and most important of all, the woods to be decided upon. The boys chose a woods near a lake and several miles from home, but that decision was ruled out and they went to one not so far from home.

They started out late one afternoon. Their mothers drove them to the edge of the woods and left them there. It was a great adventure to both of the boys and they lost no time in setting out to find their camping grounds. They saw everything and heard every sound, however faint, partly perhaps because of a little fear which neither would speak of to the other. Once a rabbit startled them by bounding into their path. After they had wandered about a while they noticed that the sun was beginning to set and so decided to choose their camp site at once. This was not hard to do as the woods was full of small clearings with soft grass and only a few straggling bushes. On one of these spots they dropped their bundles and made plans for the night. By the time they had gathered firewood it was dusk so they built their fire and had their supper, all the time chattering about what they had seen, what they would do when they could be Scouts, and what they would do if they came across some robbers.

Then, since there was little to be done now that it was dark, they decided to go right to bed and then get up early and go exploring. They stretched out their blankets, packed the remaining food, put out the fire and lay down for the night. Dick, who was naturally a little timid, jumped at every sound, whispering, "What's that?" Bill felt somewhat shivery, too, but said nothing.

Suddenly they heard a noise that they hadn't heard before, something like the rustling of leaves and twigs when someone is walking. Dick wanted to get up and run, but Bill, thrilling to the adventure, although frightened, too, whispered, "Don't be scared, Dick. Nobody can see us here." But Dick was not so sure.

The footsteps drew closer and the boys distinguished voices. "There must be two," murmured Bill. "Maybe it's tramps."

"Maybe it's robbers," said Dick in a faint whisper.

Then—

"That's O. K., and we can make a quick getaway to the coast. Where shall we park the stuff? It's getting too heavy to carry much farther."

The boys gave a shudder when they heard the other reply, "How about in there?" because the strangers were not more than ten feet away. They couldn't see a thing but they could tell by the sounds that the robbers were digging a pit and gathering branches to cover the hiding place. When this was finished they heard one say, "Now let's part and meet in town so no one will get wise to us. Then we'll drive out day after tomorrow and get this load."

The boys heard no more except the retreating footsteps. "Can't we get it now and go home?" questioned Dick.

"No," said Bill, "we'll sleep here tonight and get up early. We have plenty of time and we'll dig up the loot and wrap it up in our blankets and go home. We'll get up early, huh?"

(And we'll tell you what happened next month)

## Vacation Time

IT'S funny, how,
When there is no school,
And all the other fellows
Are heading for the pool,
My mother thinks
Of more things to do,
Like mowing the lawn,
And pulling weeds;
And then when all
The boys are back,
She says, "You're through."

When I get big,
I won't mow the lawn,
Or pull the weeds,
Or rake the yard.
As soon as summer comes,
And the sun is hot,
And the water's warm,
I'll take my clothes
And run away . . .

I'll bet my mother
Will be sorry some day.

### NO AMATEURS NEEDED

Mother: "When that naughty boy threw stones at you, why didn't you come and tell me instead of throwing them back at him?"

Willie: "What good would it do to tell you? You couldn't hit the side of a barn."

## Proverb Puzzle

Find the right starting letter, then take every other letter and you will have a well-known proverb.

**Answer Next Month**

## Safety First at Tacoma Shops

(Continued from page 14)

Otto Schuetze, our blacksmith foreman, has been in the service so many years that nearly everybody knows him. Otto has about 25 men working for him, handling metals that are hot—and hot, now what I mean, is some hotter than that—just runs away from you—well, anyway, handling this stuff is dangerous business, and you have to know your stuff and know it well to do this work and still avoid accidents. These men have not had an accident of reportable nature since November, 1929, 20 months with a clear record.

The record and accomplishments indicated above, of course, are not only the foreman's achievement, but the foreman stands as representative of the organization that he supervises, and the result is that of the entire organization, and this could not be brought about if there was not harmony and co-operation between the foreman and his men and, therefore, just consideration must be given him for his ability to maintain this harmony.

## Associated Brotherhood Picnic

THE Associated Brotherhoods of the Twin City Terminals held their annual picnic at Montevideo, on June 14th, several hundred employes and their families joining in the outing. Two special trains conveyed the party from Minneapolis to Montevideo.

The trains were furnished without charge by the company and were manned by volunteer crews. The first train of twelve cars was in charge of Conductor J. Hughes, Engineer Carl Sodergren, Fireman August Olsen; B. Coolidge, assistant conductor; A. Mason, E. Kurtz and F. Falk, trainmen; George Pstervind, dynamo car operator. Engineer S. A. Brophy assisted Mr. Hills as trainmaster.

The second train was in charge of Conductor B. F. Raymond, Engineer M. Hammell, Fireman George Knoke; F. Gobershock and J. Friedheim, trainmen. Most of the employes on board this train were Shriners, and nearing Montevideo they donned their uniforms and upon arriving there they joined a large civic parade awaiting the train at the station and all marched to Smith's Park. The Shriners were entertained at lunch at the Norwegian Lutheran Church by the local Temple. A program started at 1:15 P. M., consisting of a concert, addresses, a ball game between Aberdeen and Montevideo. A grand prize of a de luxe Dodge sedan was won by Engineer Joe Anderson.

Approximately 15,000 people were in attendance, and among the entertainers was a cowboy quartette from Aberdeen, the Monte Municipal Band, among whom are several Milwaukee employes, and the Shriners' Band.

At 8:00 P. M. the pilgrimage started back to Minneapolis, happy and full of praise of the courtesies extended them by the management, the employes who manned the trains and engines, and all others who assisted so ably in making the day a success.

**John Maloney**

THIS photograph of Mr. John Maloney, agent at Sabula, Iowa, was taken in 1929. Mr. Maloney began railroad service with the Sabula, Ackley & Dakota Railroad (now a part of the Iowa Division of The Milwaukee), in 1877, and with a few intervals, one being when he was loaned to the C. C. D. & M. (now the Dubuque Division of The Milwaukee), has worked continuously on the Iowa Division.

He says he has been fortunate and thankful that in all those years of service he has never received a reportable injury.

## Sport News

Don't believe we have mentioned the fact before, but we have a baseball team at Tacoma, what am a team, and if anyone is doubtful as to the veracity of that statement, all they have to do is shag out to the baseball field some evening at exactly 5:30 and they will find out that them boys sure know their stuff. The newspapers refer to them as the "Fast stepping Milwaukee team," and they are not bobbling when they call them that either—the class of baseball they pass out is of big league calibre—no foolin'. The games are scheduled in the Tacoma Industrial League, "A" Division. The first half is almost over and our boys, I believe, will grab second half, and maybe first, we don't know as yet, however, the few games they did lose, were just on account of hard luck—players being injured, etc. The team line-up is as follows:

J. Otto, catcher
Penowich, 2nd base
Morrison, short stop
Kinzner, left field
Berg, pitcher
Delin, pitcher
Cunningham, fielder
Oswald, catcher
Girard, 1st base (manager)
Peterson, 3rd base
W. Otto, right field
Sommerville, center field (capt.)
Rooney, pitcher
Thrall, pitcher
Juley, fielder

## IN MEMORIAM

### James C. Hennessey

THE passing of James C. Hennessey at the Provident Hospital at Seattle, Washington, Friday, May 8th, removed from the ranks of the veteran corps of the Milwaukee a man of high character and sterling qualities.

Mr. Hennessey was sixty-two years of age, and had been in service of the company for forty-two years, and was a member of the Veteran Employes Association. He entered the service of this company at Kansas City, Mo., in 1889, as checker, later promoted to foreman, which position he held until June, 1909.

At the opening of the Puget Sound extension he was appointed general foreman, local warehouse and docks at Tacoma, Washington, and held this position until July, 1913, when he again returned to his former position as foreman in the Kansas City warehouse. In July, 1916, he returned to Tacoma as general foreman of the Oriental docks, and had full charge of the large volume of import and export which was being handled over these docks. In 1922 he was transferred to Seattle, and had charge of pier 6, and later the ocean dock, which position he held at the time of his death.

He is survived by his widow besides a host of friends. Our sincere sympathy is extended to the bereaved widow.

## Safety Record of Section Foremen, Milwaukee Div. Dist. No. 3

| Name of Foreman | Location | Years Since Foreman Had Any Kind of Accident | Years Since Laborers Had a Lost Time Accident |
|---|---|---|---|
| John Prahl | Merton | 36 | 5 |
| August Glasnapp | Menomonie Falls | 42 | 3 |
| George Kuckuk | Slinger | 18 | 22 |
| Chas. Koehn | Brownsville | 25 | 13 |
| Arthur Otte | Hartford | 19 | 6 |
| John Weginger | Iron Ridge | 11 | 7 |
| Adolph Mahnke | Mayville | 11 | 6 |
| Fred Hafemeister | Fond du Lac | 11 | 6 |
| Oliver Prahl | Lannon | 9 | 5 |
| Louis Glasnapp | Granville | 8 | 4 |
| Ernest Greinke | Horicon | 9 | 2 |
| William Hart | Richfield | 3 | 3 |
| Leslie Wood | South Byron | 3 | 3 |
| | Average for Foremen—16 Years. | | |
| | Average for Laborers—7 Years. | | |
| Gustave Warnke | Markesan | 40 | 2 |
| William Wessel | Ripon | 25 | 14 |
| John Gorman | Beaver Dam | 36 | 3 |
| Ed Ziebell | Oshkosh Yard | 18 | 18 |
| Ardin Kreps | Pickett | 14 | 13 |
| Herman Tonn | Berlin | 20 | 5 |
| John Schmidt | Pardeeville | 17 | 8 |
| Herman Marten | Oshkosh | 12 | 12 |
| Hiram Albee | Cambria | 17 | 3 |
| Ed Rode | Randolph | 10 | 7 |
| Chas. Schilling | Horicon | 9 | 8 |
| Glenn Baitinger | Winneconne | 6 | 11 |
| Al House | Fox Lake | 9 | 2 |
| Erwin Beske | Burnett | 5 | 5 |
| Gust Schiller | Brandon | 5 | 4 |
| John Willers | Horicon Yard | 7 | 2 |
| John Gerg | Beaver Dam Jct. | 3 | 4 |
| Herman Zweiger | Ripon | 3 | 3 |
| H. Warren | Waupon | 2 | 2 |
| | Average for Foremen—14 Years. | | |
| | Average for Laborers—7 Years. | | |

A. H. OLSON, J. H. JOHNS, Roadmasters.



# SPECIAL COMMENDATION

## Our Business Getters

WE have a notable case of commendation in favor of Brakeman Lloyd R. Curtis, of the Iowa Division, who, on June 1st, picked up in one of the coaches of No. 7, an envelope containing five $20.00 bills that had been lost by a passenger. He immediately turned the find into the hands of Superintendent Elder; Mr. Elder and the Passenger Department, at Chicago, located the loser and returned the money to him. I am sure that everyone on this railroad appreciates the association with Lloyd Curtis and know that we have many more like him.

We are again glad to credit Yard Clerk Frank E. Wallace with soliciting and securing the routing on another carload, moving Milwaukee to Mariatta, Minnesota.

Engineer Harry Alexander, on the Kansas City Division, influenced the sale of one ticket, Ottumwa to Milwaukee. The passenger had previously arranged to use another line.

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

Receiving Clerk L. Murphy, 3 L.C.I. shipment;

Receiving Clerk F. Smith, 4 L.C.L. shipments;

Receiving Clerk R. Norcross, 12 L.C.L. shipments;

Receiving Clerk J. Wagner, 2 L.C.L. shipments;

Receiving Clerk F. Wendland, 3 L.C.L. shipments;

Receiving Clerk F. Black, 3 L.C.L. shipments;

Receiving Clerk R. Reincer, 6 L.C.L. shipments.

Also Assistant Receiving Clerk T. McGrath is credited with influencing routing our way of two carloads.

Messrs. Seiler and Petersen, during the month of May, reported four carloads to General Agent Casey's office, on which our line was eliminated from the routing.

During the month of June, the following employes of the Locomotive Department, at Davenport, turned in routing orders in favor of our line:

Messrs: M. Behan, carman; S. Cooley, carman; E. Dittmer, carman; Julius Prignitz, carman; John Brocker, carman; John Reddish, carman.

Sioux City & Dakota Division Engineer West secured two sleeping car passengers, Sioux Falls to New York and return, in the month of May.

Baggageman Zane Jenkins, of Sioux Falls, induced a business man of that city to use our line for a round trip to Chicago, on June 6th.

Messrs. G. W. Lippincott and W. H. Campbell, Seattle employes, have been active in securing passengers for our line; recently they were influential in securing one passenger for Spokane and furnished a tip for two others contemplating trips to Minneapolis and Greeley, Colorado. Their interest is greatly appreciated.

Mr. R. R. Woods, agent at White Bluffs, Washington, recently made a purchase from a mercantile firm in Yakima, which was influential in securing a carload of freight for our line from Bellevue, Iowa.

Chicago Terminal Engineer William Whigam furnished information that resulted in securing for our line, one ticket to Los Angeles, routed Milwaukee Road to Kansas City, going, and from Omaha to Chicago, returning.

W. J. Flavin, conductor, Tacoma, Washington, was influential in securing for this company, movement of the Minnesota delegation of Elks to Seattle.

C. H. Klingler, agent at North Milwaukee, writes as follows:

North Avenue Station,
Milwaukee, Wis.,
June 10, 1931.

I am again writing you to tell you of the business secured by employes at this station. The employes listed below are constantly on the watch for short hauls and in nearly every instance are able to lengthen the haul this company receives.

Mr. Fred Schmitz secured:

1 haul to Humrick, changed from Chicago

2 cars to Delmar, changed from Chicago

3 cars to Cheneyville, changed from Chicago

2 cars to Green Bay for connection diverted from Soo Line

1 car to Webster, changed from Chicago

Mr. Hugo R. Zarling secured:

2 cars to Kansas City, changed from St. Louis Gateway

1 car to Humrick, changed from Chicago connection

2 cars to Cheneyville, changed from Chicago

Mr. E. A. Keller secured:

1 car to Terre Haute, Ind., changed from Chicago

2 cars to Cheneyville, changed from Chicago

These three are constantly after business and have set as their aim to influence at least one shipment daily. I can say that they are doing, so, although we do not keep track of the less than carload freight they secure.

Yours truly,

C. H. KLINGLER, Agent.

B. B. Kreenke, brakeman, Milwaukee Division, while on train, fell into conversation with a passenger and found that this man was about to ship a carload of furniture to Los Angeles, and prevailed upon the man to use The Milwaukee. Mr. Kreenke then advised the general superintendent at Milwaukee and the business was secured through the office of the general northwestern freight agent at Minneapolis. General Superintendent Kelly, in acknowledging Mr. Kreenke's interest in the matter, said: "I feel that you are entitled to the credit for the movement of this car via our line, for the storage company where these goods were stored in Minneapolis, is near the track of a competing line. It was about seven blocks longer haul to our tracks."

Mr. F. J. Welch, assistant chief carpenter, Tacoma, Washington, recently performed a real service for a patron of The Milwaukee, who had purchased a ticket for Mumby, Washington, after the branch line service to Mumby had been discontinued. When the passenger arrived at Tacoma, without means of getting to his destination on his ticket, Mr. Welch kindly offered to take the passenger through to Mumby in his own automobile. That kind of service is what makes lasting friends for our company.

### Beg Your Pardon

In the June issue of The Magazine credit was given to Mr. Schultz for influencing shipments to The Milwaukee during the month of April. Error was made in transmitting the name. It should have been Mr. Fred Schmitz.

## A "Milwaukee" Girl Gives Real Service

RECENTLY Miss D. L. Knop, of Horicon, Washington, missed a train she was in the habit of taking to her school, and one of our employes, Miss Hazel Whitty, of Horicon, finding the predicament in which Miss Knop found herself, without any way to get from Horicon to Burnet in time for her classes, took her over in her own automobile. Here is what Miss Knop writes about the courtesy: "I ordered a taxi in spite of rates, because my work must be regular. But in comes Miss Whitty, having heard of my distress, cancels my taxi order and takes me over to Burnet in time for my regular schedule of work. It was done so kindly and promptly. I have had many other kindnesses shown me on your road between Horicon and Fond du Lac, but I can especially recommend Miss Whitty, of Horicon and Mr. Neitzel, of Burnet."

## Clarence Latham Retires

ON the occasion of his retirement from the service, Mr. Clarence Latham, Dubuque-Illinois Division Engineer, received the following appreciative letter from Master Mechanic P. L. Mullen, which expresses a sentiment in which Mr. Latham's many friends on the railroad heartily concur. Mr. Mullen writes:

"My Dear Friend:

"Your application for pension has just passed over my desk.

"It must be with a great deal of satisfaction and a great deal of personal pride that you can look back over the years of faithful service which you have so willingly given to the Milwaukee Railroad.

"Your fine record of over fifty years of continuous service is something we are all proud of.

"We, of the Illinois Division, are going to miss your being with us, and we wish you fifty more years of happiness and good health.

"Your very good friend,

(Signed) "P. L. MULLES,
Division Master Mechanic."

# ON THE STEEL TRAIL

## 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
M. J. Starke.....Care of Superintendent, Savanna, Ill.
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.

### The Puget Sound Pioneers

PRESIDENT C. F. WILDER, of the Puget Sound Pioneers' Club, announces that the annual meeting of the club takes place at Tacoma, on July 20th and 21st. H. R. Calehan, chairman; W. S. Johnson and John Quinn are committee on entertainment; T. J. Hamilton, E. L. Cleveland, W. E. T. Cummins, C. M. Slightam, G. E. Cessford, O. J. Christensen, W. E. Johes, J. S. Griffith, C. N. Shriver, E. McGuire, and L. B. Barrett, the reception committee.

A fine program is expected and a large attendance is desired.

### Wisconsin Valley Division

*Lillian*

BORN to Mr. and Mrs. James Callahan, Wednesday, June 3rd, a son.

Mrs. Emma Hamers and William Erickson were married at 7:30 P. M., May 30th. A buffet supper was served to immediate relatives and friends at the home of Mrs. Erickson, 745 Jackson Street. They departed for a visit to Milwaukee and Minneapolis and will be at home to friends at 745 Jackson Street after July 1st. Congratulations from Wisconsin Valley Division friends.

Mr. and Mrs. Martin Theiler celebrated their golden wedding anniversary at their home in Tomahawk, May 20th. Mr. and Mrs. Theiler are the parents of ten sons and one daughter, Mrs. Charles Lattimer, of Wausau. The sons are: Frank, Harry, Louis, George, Carl, William, Joe, Martin, Edgar and Robert. The Theilers are prominent throughout the northern country and have a host of friends among the Valley Division who extend hearty congratulations.

Mr. K. D. Conklin, of Milwaukee, expects to be at the home of his father, Charles Conklin for the summer.

The Marathon Fish and Game Protective Association received 12,000 brown and 4,000 brook trout from the Wild Rose Fish Hatchery, which eventually will be planted in Little Rib River. The trout, from two to two and one-half inches long, were placed in the rearing ponds of the association, and in September will be placed in the river. Brook trout between eight and fourteen inches have been caught in the Little Rib River this year. They were planted last year.

R. D. Schultz, agent at Star Lake, shipped out by express 444 pounds of fish from May 27th to June 3rd. In addition to this a great many fish have been taken out by trains and automobiles. Fishing up north is said never to have been better and most everyone who takes a trip to the northern lakes and streams returns happy and well pleased with the catches made.

A special train operating from Merrill to Camp Coy, with members of the Wisconsin National Guard left Merrill at 7:45 A. M., Saturday, June 13th. Two Milwaukee coaches and one baggage car assigned to the Merrill unit, and pick up one baggage car and two coaches with the Wisconsin Rapids unit at Wisconsin Rapids, and the train received from the Soo Line at Junction City two Soo Line baggage cars and three Soo Line coaches with the Steven's Point unit.

Mrs. A. W. Warner has been confined to her home for about three weeks with rheumatism; although slightly improved, she is still unable to be up and around.

The season of graduation has just closed and we have quite a few students among the railroad families who have won high honors during their courses of studies in high schools and colleges—Margery McCulloch, daughter of Mr. and Mrs. F. S. McCulloch, at New Lisbon, carried an average of 95½ throughout her high school years, and was chosen valedictorian at the commencement exercises held at the New Lisbon High School recently.

Lillabelle Frederick, daughter of Mr. and Mrs. L. G. Fredericks, Rothschilds, won first place in the local junior typing contest and third place in the annual district typing contest held at Wausau recently.

David Milne, son of Mr. and Mrs. W. C. Milne, Wausau, graduated from the Wausau High School and was awarded the Henry Brush Huntington medal, of solid gold, and deserved this high honor by his helpfulness, high character and efficiency in scholarship. In addition to this, Mr. Milne was also awarded the Hi Yi Scholarship for being the outstanding boy in scholarship, character and manliness.

Margaret Bernard, daughter of Mr. and Mrs. Wm. Barnard, Wausau, graduated from the Marathon County Normal Teachers' Training School on June 12th, with high honors. Miss Bernard, together with a group of Normal students, will leave shortly for a trip to Washington, D. C., for a week, on a sight-seeing tour.

Henry Edmond Vachreau, son of Mr. and Mrs. Henry L. Vachreau, graduated last week from St. Mary's College, at Winona, Minnesota. Mr. Vachreau, president of the senior class, was one of the speakers at the banquet given by the college men's club in honor of the seniors. Mr. Vachreau graduated with the degree of Bachelor of Science, and has accepted a position with a concern in Brooklyn, N. Y., and San Jose, California. He led an active life while a student at St. Mary's College. For three years he was on the Nexus staff of the college paper. In 1927-28 he acted as the business manager and in 1930-31, filled the office of editor-in-chief. During his junior and senior years he held the office of class president. For the years 1929-30, he was vice-president of the Cardinal Club and in 1930-31, was appointed student chairman of the Intra-Mural Athletic Union.

Conductor T. H. McCarthy was confined to his home for about two weeks on account of serious illness.

Conductor Ferd Lehrbas has been off duty for sometime on account of illness.

Ted Bosacki and A. P. Richardson had a nice day of pike fishing recently at Carrol Lake, bringing home ten beauties. The catch included two four-pounders.

It is reported that Dewey Whitmore was the first one to sport a straw hat around Minocqua.

Mr. and Mrs. Earl Kennedy have the prize fish catch of this week—a string of thirteen pike, with the largest at nine pounds, two eight-pounders and two six-pounders; the rest, all over three pounds, were brought in from Tomahawk Lake.

A two-day water carnival, which includes everything in the way of water sports, is being planned by the Minocqua Yacht Club in conjunction with the Minocqua business men, for Saturday and Sunday, July 4th and 5th. Some of the many features which will take place are outboard motorboat races, canoe races, water plane riding, canoe tilting, log rolling, swimming races, diving races, row boat races and many others, and an attractive program for all lovers of water sports is promised.

"Famed cook shows how to prepare food. I am not advocating expensive and elaborate dishes, but rather food more carefully, tastily and attractively prepared." Author, internationally known cook and director of cuisine for the Milwaukee Railroad, who conducted a demonstration at the Minocqua Community building recently, before the assembled resort owners and other interested people of the community. A complete electric kitchen was installed in the building and used in the preparation of the dishes which Mr. Rector lectured on. His chef, Rene Chauveau, prepared the dishes before an interesting audience. A buffet lunch was served by the Wisconsin Valley Electric Company. Mr. Rector was well pleased with the preparation of the special kitchen and the attention to every little detail which was given to the event of his coming, together with his staff, and he expressed his pleasure with the thoroughness with which everything in connection with the demonstration was prepared. Mr. Rector plans for a week-end vacation in Minocqua during the summer, at which time Mrs. Rector will join him.

Joe Loomis, 93, lands dandy 18-pound muskie. Despite his years and his failing eye sight, Joe still goes out and hooks and lands the big ones. Mr. Loomis lived in the northern part of the country for 46 years. He felt the urge to go fishing on the opening day of the season and accordingly he rowed to the east end of Lake Minocqua. He fished for a while without much luck. He had a small spoon hook on his line and had out only about 40 feet of line when he got the muskie strike. Fishing for pike and being without a gaff-hook or even a club with which to land the big fellows, Joe played this catch for about twenty minutes till he felt the fish slow up for a rest; he then decided that the only way to land him was to drag him up onto the sandbar. He pulled the boat close, got out and waded in farther, then dragged the big fellow until the fish's back was out of water and his action was cut off. Joe then took an oar, socked the big boy on the head with it, grabbed him by the eyes and flopped him into the boat and rode triumphantly to town. We believe that he would be safe to lay claim to being the "Oldest Muskie Hunter."

The paths of Hazelhurst have been covered with their coating of white crushed rock and present a very picturesque appearance. Several other improvements in the way of landscaping have been completed, including the planting of many trees.

Mr. and Mrs. Charles Harbough, Jr., have returned from their honeymoon, which they spent in the east. They will make Wausau their home. Friends of Charlie all wish him and his new bride a successful and happy wedded life.

Miss Gertrude Conklin, who is attending the State Teachers' College at Stevens Point, is at home with her parents, Mr. and Mrs. Charles Conklin, for the summer vacation.

### Kansas City Terminal

*S. M. C.*

EVERYONE in this vicinity is getting his feet braced for the anticipated grain rush. May we not be disappointed.

It was noticed that Engineer Sweeney was walking with quite jaunty air here recently. He explained the reason, which was that he was again a grandfather. Born to Daisy Sweeney Hill, May 24th, a son.

The sympathy of the Milwaukee family is extended to the family of Conductor Wm. Stewart, who passed away June 8, 1931.

Two of our suburbanites, Pauline Wilson and Nell McGraw, have a nice bouquet on their desk nearly every morning. This demonstrates that it is nice to have friends who say it with flowers.

In the last issue of the Magazine, we noticed in the S. C. & D. notes that comment was made on Mr. Larson's old car, which, according to his Sioux City friends, was worn out before he left there. Well, you know the old saying, "When in Rome do as the Romans do." The old car may have looked all right in Sioux City, but when Mr. Larson moved to Kansas City and looked over the new cars he decided he needed a new car, and he is not bootlegging either.

Dan Savanio says that putting freight in box cars is just like putting money in the bank. You put it in and then "somebody" takes it out. (If you don't believe it, says Dan, ask anybody in Chicago.)

Our delivery clerk, Frank Williams, is in a quandary as to whether he should raise chickens or raise a garden. He had a nice bunch of chickens and eggs went down to 12 cents a dozen so he sold the chickens and put in a garden, and then it hailed and ruined everything. Now Frank wants to know what in L is a poor railroad man going to do.

Eddie McMahon is back at the local office and Ralph Curts is back at Coburg Yard, clerking.

Fred Studt is taking orders for grapes. Now is the time for you "jelly makers" to speak up. Talbott ordered 300 pounds, he says they eat a lot of jelly out at his house.

Understand Alex Schutte's golf game was neglected for several Sundays account of mashing his finger at home. Tough luck, with those new clubs to try out.

### Tacoma Shop Notes

*"Andy"*

WELL, if everybody is on the job of business getting like some of the people around here, we would soon have all the pas-


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Chicago • New York

senger business we could take care of. Lulu Keyes used her influence and got two passengers to the east coast, and Chas Ostendorf up and grabs a couple of customers for Chicago.

Ernie Meshnek, our power house engineer, also has his troubles, and they seem to be big ones, with little sparrows. The sweet peas planted in the flower bed at the power house have a heck of a time getting up, and as soon as they peep out of the ground, said sparrows just nip 'em in the bud so to speak. Understand Ernie has sprinkled lime around there now, so that they keep away.

August Broz, machinist, is off for three months. He has gone fishing up in Alaska.

Floyd McGuire is on a three months' leave, and is wandering around Deer Lodge and Butte.

Two apprentices have completed their time and have gone out into the world to make their mark as mechanics. J. McDonald (Mac) is now a full fledged electrician, and A. Gall was a first-class blacksmith.

Understand that Safety Inspector Vandinburg is leaving us and is going back on the H. & D. Division as locomotive engineer. Van was a very popular fellow and we regret his leaving.

R. A. Nofke is a pretty busy guy nowadays, since the coach yard was moved to the tide flats.

Otto Schuetze has just returned from his vacation, spent in Wisconsin.

Gus Ruhloff has just returned from an extended visit with friends in Milwaukee.

Walter Ostendorf, former apprentice, and now a machinist, is working on the steamer Bellingham, of the T. O. Line, and is at the present time bound for the Orient. Walter is a junior unlicensed engineer.

Arthur Beinert, an old Milwaukee employe, paid us a visit. Art has not worked for several years on account of eye trouble, and we hope that some day he may see as good as ever, and we are always glad to see him.

## Milwaukee Terminals

*Ann*

GREETINGS! We have another glorious month ahead of us—July, the month of sunshine and happiness. The time of vacations. Whether you are at the seashore or in the mountains, east or west, north or south, be ever mindful of your safety, first, and the joy of life will be yours for many more summers.

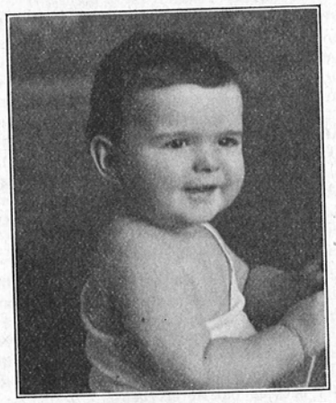
This issue being a Safety First number, brings to your mind more forcefully than ever the thought of persistently being on your guard to protect your own safety so that you may be in a position to help those of your immediate family. Let us call your attention to the pictures of children in another section of this Magazine. You will note Milwaukee Terminals is well represented. By guarding your own safety you will be able to protect these small children and teach them to be safety-conscious so that they, too, may live a long, natural life.

Art Weidig was fishing the early part of May and according to the various reports of his catch at Turtle Lake, he had very good luck, but as fish stories go, every report as to the exact number of fish caught is different, so will take no chances and let you guess for yourself.

We are sorry to record the death of Switchtender John Tong, May 22, 1931.

Johnny Crowley is working days now, and as trainmaster, has a lot of walking to do.

Several changes have been made recently in the yard clerk's office at Muskego Yard. Bob Esser is now working at the Air Line yard office. We miss him down at Muskego. Art Smith was transferred from Burnham bridge to the air line. Ray Cary is now working nights,



**Three Reasons for Safety First, Top: Rosemary, Daughter of Yard Conductor John W. Casat, Milwaukee Terminals; Val, Little Son of V. Janschitz, Milwaukee Shops; Geraldine, Daughter of Switchman R. Fein, Milwaukee Terminals.**

from twelve midnight to 8:00 A. M. Fred Hagen has been transferred from the air line to Muskego Yard. Ray Birchard, former chief clerk on the second shift at Muskego, has taken the position of disposition clerk in the car record office; John McLaughlin is there also.

The Milwaukee Road's crossing on Capitol Drive is having the old wooden planks yanked out and the new highway-rail crossing, put in. Of pressed steel, the crossing material has raised nubbins, which present a non-skid surface. Incidentally, the concrete used has been reinforced with the new armco ring method, called coat of mail, and which has caused considerable interest both in this country and abroad.

Mr. Louis Hammond, switchman, and Mrs. Hammond, announce the birth of a boy, June 9, 1931.

Have you seen the latest pipe? It is displayed by Switchtender Rollo G. Ross. It may have been a corn cob pipe for all we know, but it is all decorated in red, and he claims it is his danger signal. He will be glad to show it to you.

Mr. Frank Stubbe and his wife, with Switchtender George Day, are planning a trip to Yellowstone Park in the near future. We know you will have a lovely time.

J. W. Casat is back from Texas and has many a tale to relate. You are looking fine, John.

Why not see Milwaukee on your vacation? We are really very proud of our city and we know you will like it.

## I. & S. M.

*V. J. W.*

WE are indeed glad to hear that little Ruth Laufle, daughter of Switchman Gus Laufle, who was severely burned when her clothing became ignited from a bon fire, is out and around again.

James Higgins, veteran train baggageman on the I. & M. Division, passed away at his home in Minneapolis, May 22nd. Mr. Higgins was 77 years of age and had been in the employ of the company since 1884, when he started work as a passenger brakeman. Mr. Higgins' wife preceded him in death by just 12 days.

Mr. Wm. R. Barber, veteran Iowa Division engineer, was an Austin caller recently. Mr. Barber was going over the division in the interests of the Pension Association, and he reports that he found practically all eligible men signed up. He also reports that conditions along the I. & S. M. look very favorable.

Dispatcher Ed Laugen is taking his vacation and Frank Bloom is relieving in the dispatcher's office.

Mrs. H. A. Wunderlich just received word that her father, Siegel Green, of Eugene, Oregon, is very ill. Some years ago Mr. Green was chief clerk in the Dubuque freight office.

Machinist Helper Jimmy Kos just received word that an aunt from Bohemia will arrive early in July for a visit.

S. C. S. reports that Dispatcher Clerk L. Flannery has taken up the study of the "ART" of telegraphy, but adds that he is no pupil of his.

Machinist Carl Voelker and family leave July 1st on a two weeks' fishing trip to Lake Milac.

Engineer Roy Cambern has recently been appointed as patrolman on the Austin city police force. Boilermaker John Jorgenson was appointed for relief work on the force.

Richard "Runt" Hogan, former roadmaster clerk, has been appointed steno for the assistant superintendent and trainmasters.

Walter Zahradka has taken the position as secretary to Superintendent H. M. Gillick at Aberdeen.

Thomas Klas, former chief carpenter-roadmaster clerk, at Wabasha, has taken the position made vacant by Dick Hogan.

Can someone enlighten us on the Chicago trips by "Denny"? Rumor has it that a young lady called for him while he was on the last one.

Our social correspondent advises that Harry Keck has opened a matrimonial agency and has Carl Berg, of the Engineering Department, listed as an eligible. We have already submitted a few prospects and will forward any you may have.

We are indeed glad to hear that our veteran sectionman, James Galagher, is up and around again.

Our musical major, Chris Hagelund, had the pleasure of entertaining the "Rose Bud Kiddies" after their appearance at the Rainbow Pavilion, June 10th. Chris put over a few on the accordion and it looks like we will be hearing him over the radio from "Jankton" before long. If suggestions are in order we offer "Over the Waves" as his theme song.

One of our staff has resigned, claiming an item backfired. We are sorry, but note that a lot of news has been getting by him of late.

Word reaches us that Agent C. J. Olson, of Whalen, is recovering nicely since the amputation of his leg, June 1st.

Car Foreman M. R. Johnson, Mrs. Johnson and their son, Irwin, Don Bernatz and Mr. and Mrs. Paul Citrus leave July 1st for a two weeks' fishing trip to Pequot, Minn., and Lake Alexander.

River Division Operator Leamy died very suddenly June 6th. He passed away at Farmington, on train No. 11 while en route from Northfield to Hastings.

Have you had any of those spring chicken sandwiches served at Barker's "Wart on the Residential District"? From all appearances business must be good.

We just received a flash that the boys at the shops have organized a diamond ball team and are ready for business. The team, composed of Henry Herzog, Charley Klema, Lars Larson, Mike Meyer, Charlie Opie, Joe Sucha, Fred Nockleby, Fred Fisher, Bolie Fisher and Jens Anderson, are working out regularly in preparation for a game with the C. G. W. at Hayfield, in the very near future. The advance man advises they have a snappy "pepper game" which is alone worth the price of admission. Address all challenges to Charley Klema in care of the shops at Austin.

We have been watching the eastern horizon for evidence of fly balls since our heavy-hitting ball player moved down to Houston, but we have now found out why we have seen none. In the last game after a single and a triple, "Moco" drew three walks.

To keep our prestige after the loss of our heavy hitter, "Red" got into uniform recently and delivered with a single and game-winning home run, not to mention a stolen base, which was pilfered unnoticed even by the umpire.

Janitor Nick Smith says business is good.

Relief Operator S. B. McGinn, of Farmington, relieved Operator P. E. Berg, on first trick, and Operator Lester Olson on second trick, at Austin Yard early in June.

## Office of Supt. Car Department

*H. B.*

JULIA BARROWS, our 115-pound "heavyweight" typist, decided that some golf might aid in slicing off a few of her "excess" pounds and hurried out to the Curry Course after work one evening. By the end of the fifth hole, Julia was ready to play caddy. The only slicing that seemed to result was on the ball, and poor Julia came out of it all with a pair of sore and sensitive hands. Better stick to the diet, Julia, it's not so rough.

Jack beat all the office Beau Brummels to it this year, and won the distinction of being the first office member to wear a straw hat this season.

Marie Shouten spent the holiday of Decoration Day in Detroit. She left in such a hurry she never noticed she had used an old time table in looking up her trains, and found to her dismay, when she got to the station to return from Detroit, that the time of the train had been changed, and she could not get back to Milwaukee until Monday noon. It pays to be up-to-date, Marie, even in the matter of time tables.

Some of the "older" members of the office will be interested to know that Alfred Koch has joined the ranks of the benedicts and said "I do" at Crown Point. I am sure all Alfred's friends join me in wishing Alfred and Mrs. Koch lots of happiness and good luck.

Have you noticed Joe Strassman's good looking new Chevy? Also that Mrs. Strassman is doing most of the driving? What is it, Joseph, a case of saving the finish of tne car from the grime and soot of Merrill Park, or saving the engine from more than 25 per?

Speaking of "cars," did you know you can stop the leaks in a radiator with eggs? No, you don't have to wait until the holes are big enough to place the eggs therein, you just whip up a few eggs and put them in the radiator, and then boil it up. Sounds like a case for Ripley, but you can get all the details from Amos and Julia.

Two days "off" was too good to miss, so Richard Severson got on a westbound train as soon as possible and went home for the holiday of Decoration Day. While Richard has been in Milwaukee six months, he still calls Aberdeen home. Did he have a good time? Well, just ask him!

Green Bay still has its lure for Bernice Kruse, and May 30th and 31st found her there with flying colors.

Mr. Barndt went up to La Crosse to meet Mrs. Barndt and Betty Jean, who had been to Fountain City to see grandma.

## River-La Crosse Division News

ALL on the River Division welcome Mr. H. F. Gibson, superintendent, who was recently appointed and pledge their co-operation and support. Mr. Gibson originated on the River Division, his boyhood days having been spent at Reads.

Regretted to see Mr. Frick leave, but success to him in his new position.

Everyone has arranged his vacation by this time, and if not already taken has made definite plans. The opportunity for fishing is such on the River Division that one need not seek further for that recreation.

Once again the master "change" has entered Wabasha, and this time Mr. John Ostrum has been moved to Minneapolis. Everyone regrets to see Mr. Ostrum leave Wabasha, as he has been there so long and has made many friends. With the additional work assigned him, Mr. Ostrum will be kept very busy. However, J. O. loves work and we wish him all the good luck the cup of fortune can give him.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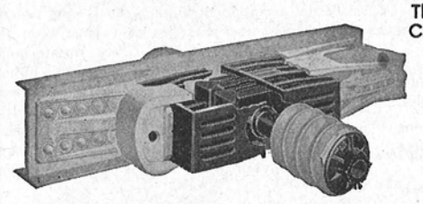
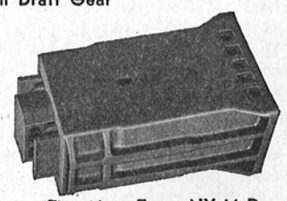
The New Type L-25 Cardwell Draft Gear





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The New Type NY-11-D Westinghouse Draft Gear

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

Mrs. C. Harrington, wife of Conductor Harrington, has been visiting in Milwaukee. Con has become so efficient in culinary art that he has attempted to offer his knowledge as a caterer for banquets. Con would do something like that.

Dedicated to those who have moved or left our midst:

Gee! we're missin' you
All o' the while.
Missin' the sight an'
The light of your smile.
Why the place ain't the same
Since you went away,
Cause we're missin' you
More an' more every day.

Conductor Harry Painter has entered the hospital for an operation for sinus trouble. Employes wish him a speedy recovery.

Mr. Tom Klas, chief clerk for Mr. John Ostrum, has accepted a similar position with the roadmaster at Austin.

Mr. F. P. Miller, district master mechanic at La Crosse, called at Wabasha and various other places on the division the past month.

Mr. G. F. Smith, of Hastings, passed away the fore part of May. Mr. Smith was agent at Chippewa Falls for many years and a veteran of the company. Sympathy is extended to the family.

Again promotion has come to Mr. D. T. Bagnell, who has been trainmaster on the River Division for some time. Mr. Bagnell goes to Chicago Terminals as assistant superintendent. Mr. Bagnell has been a hard worker and always had the interest of the company at heart. Congratulations to him on his deserved success, and good luck.

Mr. W. M. Thurber comes to the River Division. We welcome him and hope he likes the River Division.

## East H. & D.

*"Pat"*

THE fishing season is now open and according to reports we receive there are some wonderful catches being made. A. J. Starks reports exceptionally good catches made at Lake Linka, with his "frog hound."

Sunday is the day of the picnic and we expect to see all the boys there.

Oh, yes, yours truly was over to Lake Linka and received a long course in boat rowing and was wondering what the best cure is for blisters.

Carman J. F. Kasak is now on his vacation and Martin Paulson is working in his place.

We are all glad to welcome back Dispatcher Len Nelson, who has been absent for four and one-half years.

Louis Lockington, of Milbank, has been appointed special officer in place of Theo. Johnson, who passed away recently. He was deputy state sheriff for five years before coming here.

Engineer W. W. Hayes has left for Columbus to attend the convention of Brotherhood of Locomotive Firemen.

Have you seen the night yard clerk's mustache? If you have, you don't need glasses.

The extra gangs and work trains are gone and everything is back to normal except three of four paving outfits on the East End.

We are sorry to lose Night Roundhouse Foreman Joseph Hillman, who went back to Austin.

Dispatcher J. J. Brown is now on his vacation.

Conductor J. E. Fifield has returned from Houston, where he attended the convention of the B. of R. T.

## Self-Preservation

*Max Schwarze, Gang Foreman*

Max Schwarze

A GREAT DEAL has been said and many volumes have been written about Safety First; great strides have been made in recent years in the elimination of hazards that lead to accidents as well as death, in many cases; thanks to the propaganda that was spread by industrial and other organizations to reduce injuries and casualties. But little has been said in regard to how this slogan of Safety First came about. So we must ask ourselves, "What Is Safety First?"

Ever since the memory of man runneth not to the contrary, this philosophy has been in practice, and as we study nature in all of its branches, we find that all insects, animals and birds have practiced it for millions of years. Take your wild beasts in the jungle, your reptiles, your birds and last but not least our domesticated animals—they all practice Safety First.

We find that all living creatures are equipped with methods of defense given them by Divine Providence, Who has endowed them with this instinct that they may protect themselves from dangers and hazards that are ever present. Take the rattlesnake, for instance, he puts up a defense, coiled, ready to strike when danger threatens. This has been a symbol of Safety First for many years, and I am sure that you will agree with me that the Mastodon recently unearthed down in Indiana, with ivory tusks twelve and one-half feet long, and that lay buried there for over two million years was not equipped with such a weapon of defense to beautify and adorn him, but was thus equipped for protection. Safety First, if you please.

We must therefore conclude that Safety First or Self-preservation is the first law of nature, and all creatures are gifted with this divine attribute to protect themselves and their progeny. Due to differences and qualifications in mankind, making it impossible for some to grasp ideas and form conclusions as readliy as others, it became necessary to launch a crusade along lines of Safety First to teach them by pretext and example how to reduce and eliminate personal injuries and accidents as well as to eliminate dangerous hazards and habits.

The only and effective weapon of man today is his brain, in which he can formulate plans to destroy this dragon of destruction and sacrifice, and with the advent of high powered machinery and tools, man's intellect must be raised in accordance; higher ideals are necessary to overcome practices that have been in vogue for decades, and that are unsafe and impracticable in this modern age. We must all promulgate the philosophy of Safety First and adhere to its principles and tenets with unswerving faith and believe in its doctrine religiously to the end that we will be better able to keep our place in this ever advancing world.

To do this it must take planning, careful analyzing, studying and deliberation, not jumping at conclusions before thinking clearly, but acting decisively, for nothing of importance has ever been brought about by incongruous methods. Our great scientists, architects, engineers, musicians, poets, artists, etc., before undertaking anything of importance, plan and deliberate, letting their emotions and inspirations give them food for thought so that when their work is finished they may enjoy the realization of their ambition and efforts, and their names and their greatness go down to posterity.

So it is with us in this noble work of Safety First, we must plan, plan and plan continually and consistently so that we will be able to cheat that ever present monster of destruction and sacrifice.

In conclusion, let it be said that true results can only be obtained by:

Serious Thought;
Careful Analysis;
Correct Decision, coupled with a sincere desire and application of the Safety First Rules and positive action in the elimination of all hazards so that we may enjoy health and happiness and banish horror and sacrifice forever.

## Fullerton Avenue Building

*A. M. D.*

MARGARET PORTEN of the Central Typing Bureau has just recovered from a very serious operation at the Illinois Masonic Hospital, but luck is still against her, for now she is to undergo another, this time for the removal of a goitre. We certainly hope that at this time she is much improved and that this is the last operation to be performed on her.

Josephine Howard, also of the Typing Bureau, is in the hospital convalescing from an appendicitis operation. We're hoping to see both these girls back on the job before long, feeling as fit as ever.

Mr. Ted Eckhardt is a proud daddy of a baby girl, born Friday, May 30, 1931. Mother and baby are doing fine. We offer you, Ted, our congratulations and hope all your troubles will be little ones.

Gertrude Farmar, formerly of the assistant comptroller's office, now Mrs. Brosseau, at the time this is being written, is in St. Ann's Hospital, having undergone a serious operation for appendicitis. The latest news is that she is recovering nicely and she certainly should be, as a bunch of heathens in her old office are praying for her, and it is said a sinner's prayer is always heard.

And here's more news about the Farmars. Loretta Farmar, formerly of the Central Typing Bureau, now the wife of Joe Drews, of the freight auditor's office, reports the arrival of a bouncing baby boy. Congratulations.

Misses Mabel Underwood and Grace Swanson, of the Statistical Bureau, are motoring through Yellowstone Park. A wonderful trip is in store for Mabel and Grace as the beauty of this park is revealed to them.

Miss Louise Leinss and Chuck Woelffer are now a happily engaged couple. Congratulations.

Emily Lukes, of the ticket auditor's office, reports a very pleasant motor trip over Decoration Day, visiting Dubuque, Iowa, Rock Island, Ill., and Davenport, Iowa.

Marie Klebba, of the ticket auditor's office, took a week's vacation and visited Detroit, Mich. The trip was made by automobile.

Betty Urban, of the Central Computing Bureau, is the June bride of a lucky young man named Harry Ross. June 1st was the fatal day.

Employes of the Freight Claim Department are sure seeing America first. Vernus Johnson toured California; Ida Schauer vacationed in Alabama, and H. Hoperaft and M. Mayne motorcycled to Newayo, Mich.

Harold Fletcher (the lucky stiff) spent his vacation in Mexico City visiting his brother, who is permanently located in that famous city of senoritas.

Joe Smith, of the auditor of expenditure's office, met some of Chicago's famous citizens. They relieved him of his wrist watch and all his money.

Ed Kusch, of the ticket auditor's office, and family spent a week vacationing "Down on the Farm," at Center, Mo. Ed brought back a good, healthy Missouri tan.

Sam Weinstein, of the ticket auditor's office, and his wife are making a two weeks' tour of the cities in the East, visiting New York, Philadelphia, Atlantic City, Washington and Pittsburgh. Sammy is combining a belated honeymoon trip with a vacation.

Alex Finder and Roy Weiss, of local bureau, ticket auditor's office, took a trip to Buffalo, N. Y., over Decoration Day. They both report an enjoyable trip.

Gus Rohde, the ticket auditor's office, and his wife spent the holiday at Middle Inlet, and although we had rain in Illinois, Gus reports beautiful weather in Wisconsin.

Hank Tobin, of the ticket auditor's office, was married June 6th, at Our Lady of Mercy Church, at Troy and Montrose. Hank and the new Mrs. Tobin will go to housekeeping at 2904 George Street. Congratulations, Hank.

Mildred Zenk, of the ticket auditor's office, just returned from a vacation trip through the South, visiting Chattanooga, Tenn., and Atlanta, Ga. Mrs. Zenk was accompanied by her mother, Mrs. Schreiber.

Harry Krumeri and Parnell Kelly took a trip to Heafford Jct., Wis., over Decoration Day. Haven't heard any "Fish" stories as yet, but a pleasant trip was reported.

Frank Bednarek, of the Central Computing Bureau, was married June 6th, at Immaculate Heart of Mary Church. The bride and groom left Saturday night for a honeymoon trip to New York City.

## Hot Shots from the West T. M. Division

*Helen Kirwan*

WELL, well—WHAT WHOA! Rocky Mountain Division! Did you read the article in last month's Magazine about Nora B. and her dear little tulips and the great big horsie what ate them? I bet that horse belongs to Aunt Betty in Chicago.

Nora, Nora, quite flora-cul-tura,
How does your garden grow?
With silver bells and cockle shells,
And horse-tulips all in a row.

We've heard of horse heather, horse radish, and yes, horse feathers, but horse tulips is a new adventure in the Rockies. What next will they discover up in "them thar hills?"

If you want to know how much it rained on the T. M., or hereabouts recently and what amount of precipitation—just ask some of the fellows who were on the line taking inventory via motor car. Reports will vary all the way from a half inch to a foot, nothing less. No foolin' it IS raining here today. (Ed. please note: June 10.)

Mrs. Chas. Nummerdor and son, Chas. Jr., expect to leave about June 20th for Wisconsin, where they will spend the summer with Mrs. Nummerdor's parents.

Helen Kirwan expects to depart shortly for a vacation trip to the old home town in Nebraskie.

P. J. Burns is going on a fishing trip—so he says—the last week in June. We quit telling fish stories—Nora B. up on the Rocky Mountain told a bigger one every time and—well, what's the use, stretching your imagination that way.

Now, Dora Anderson, this old town HAS a few attractions, and if you don't believe it—come on up.

Mrs. Ed Moran, wife of Fireman Ed, has returned from a trip to Bozeman, where she completed a state examination in music, which will enable her to teach high school students in music. By a recent ruling of the state legislature, high school students will be given credits for their work in music from an accredited teacher.

Mr. Ed Rehn spent the first week in June visiting in Sioux City and Brisban, returning to take up her summer school work, which begins in Miles City shortly.

Mrs. H. L. Stamp spent a few weeks in Mobridge and Minneapolis visiting friends and relatives. Harry looked pretty lonesome around here for a while.

Mr. W. Little, yard brakeman, left here June 9th (Editor Kendall wants dates) for a business trip to Chicago and other eastern points.

Theo Johnson displaced Baggageman Vanderley at Mobridge and has taken up his new duties at that point.

### POPULAR YOUNG TENNIS STAR WEDS LOCAL GIRL

Kurt Weil (believe it or otherwise) is the proud husband of a pretty little dark-haired girl, who was formerly Miss Dorothy Atchison, of this city. Kurt kept his secret pretty well, his departure was well timed, and few of his friends were aware of it before they hied to Billings and were wed and on their way to Seattle for a honeymoon in the Charmed Land. Congratulations, and thanks for the nice candy and cigars.

I wanted to make that rather an attractive set-up because there are a lot of folks outside the railroad circle now, who were formerly in it, and who are interested in Kurt (his social life, at least), namely, Cliff, Alderma, Kansas, Carl Hahn, California; Tap Collins, Pennsylvania, et al.

And, speaking of by-gones—who should walk into the office the other day but Bob Leonard, former special apprentice here in 1926. Bob's friends here were mighty glad to see him. He looked fine, and has grown a mustachio, and for a minute I didn't know him. He is now with the Gardner-Denver Co., and was looking after interests of his company in this city. Come again, Bob.

A little bird—might have been a sand-hill crane—told me that Bob Humphreys is, or is about to be, wed. Congrats. Bob, if we are a little previous, tuck them away until they are appropriate. Bob was formerly Mr. Gillick's steno on this division.


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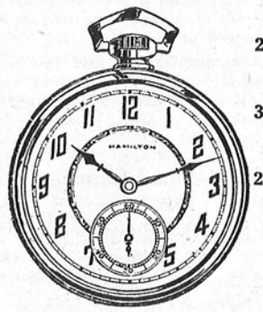

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Mrs. Belden Rehn and daughter, Allison, left Miles City June 10 for a few weeks sojourn at Spring Valley, Minn., with relatives.

Elmer Dunlap, engineer, is convalescing from a recent attack of pneumonia.

Billy Dodge, son of Mr. and Mrs. Tom Dodge, is visiting friends at Melstone. His mother, Mrs. Dodge, recently departed for points in Wisconsin and Illinois, where she will visit with relatives and friends this month.

Mrs. Maude Bugby will leave about June 13th for a vacation trip in Seattle and other western points.

Auditor C. L. and Mrs. Kellar visited in Miles City on June 10th.

Mr. and Mrs. Earl A. Farr have taken an extended trip from which they have just returned (June 13). They bought a new car in Detroit, drove southward to the Mammoth Cave in Kentucky, thence to Louisville, west to Denver and Salt Lake, and on their way home picked up their daughter, Christie, in Helena.

John B. Wyman, flagman, is gaining strength from his recent illness, an attack of pneumonia, and expects to be up and about shortly.

Mrs. A. J. Frawley and children and Mrs. E. Frawley expect to depart about July 1st for a summer's vacation in Long Beach, California, at the home of Edw. J. Frawley.

## From the Cross Roads of the World

*Roberta Bair*

TUESDAY EVENING, June 9th, Miss Marie Tuemler, of the Accounting Department, entertained the Milwaukee office girls at her home, 819 South 3rd, the honor guest being Miss Edna Pfeiffer, of the Engineering Department. Miss Edna is to be married June 24th to Mr. Paul Meadows. Progressive bunco was the game of the evening after which refreshments were served. Miss Pfeiffer was presented with a pair of beautiful boudoir lamps. We extend our best wishes for health, wealth and happiness.

The extra gang, under the able supervision of Nick Malley and his associates, are working on the track north of St. Bernice, and the work is progressing nicely.

Vacations seem to be the order of the day around West Clinton. Our genial yardmaster, George Lundwall, being the first gentleman to hie himself away for a brief respite and absolute quiet.

Mr. Guy Kelley will probably take his vacation later in the summer and we wager a day's work pitching hay, that he will not spend any of that two weeks working on the farm.

A. M. Johnson, second trick operator at West Clinton, is seriously ill at his home, and we all sincerely hope for his recovery soon.

Homer McCown, chief clerk at West Clinton, and family went to Indianapolis to see President Hoover last month.

Raymond Lockman is taking a two weeks' vacation and should return to work with worlds of "PEP"—but whether he will or not remains to be seen.

Slim Reynolds, the flying switchman, is doing nice work on the 3:15 lead, and his crew's work deserves mention at this time.

Clair McDonall, son of our trainmaster, is spending a pleasant vacation out in Idaho.

Our new run, the "COMET," has been getting out of West Clinton on time, and if we had John Ball and Red Cannon on it, it would be a "CANNON-BALL."

L. W. Parker is preparing to enter his boys, Jack and Sporty, in a boxing contest at Chicago, in the near future. L. W. sees to it that these boys keep in training and we expect great things of them some day in the pugilistic arena.

**Carolyn Bates**

We were indeed sorry to hear of the death of Mrs. L. L. Lewis last month. She was the wife of our former clerk, Leland Lewis.

Earl Lehman had a pleasant visit from Carl Strietelmeier and family and Murl Suffal and family, of Linton, last month and they were much impressed with our little town and railroad.

Someone wants to know if Ted Armstrong is acquainted with Dr. Hinkle.

Charles Francis can say: "And may I give you your Liberty?"

And as Happy Kyle says: "For Grotto's sake."

Jack Kelsey: "I never sleep."

Buck Adams: "I want to be called on time."

Edgar Eaton: "What time you running the south, man?"

## Twin City Terminals

### Mechanical and Store Departments

*N. A. H.*

ST. PAUL ROUNDHOUSE had gone two years, ending May 15, 1931, without a reportable or lost time injury.

A test is about to be made of the Baldwin Diesel Locomotive No. 61000 in switching service at St. Paul. One good feature about this locomotive is that we will get away from the smoke nuisance complained of ever since railroading.

In our next items, we will be able to give in detail a description of our new offices. The Store, Car and Locomotive Departments in South Minneapolis are to be consolidated, with new quarters in the Store Department building on the second floor. Also, Trainmaster G. F. Hancer's office will be located there.

A Safety First meeting was held at South Minneapolis shops June 9th. Same was well represented and suggestions of benefit brought out. Mr. Schabarker, as usual, attended.

## General Office—Chicago

*Vila*

### Transportation Department

SOME of the folks in this department evidently read the May issue of the Magazine and took heed.

Mr. and Mrs. James J. Nolan are the proud parents of a baby girl, born June 10th.

Understand a certain young lady in this department went to Electric Park at Plainfield, recently, to HEAR(?) Ben Bernie. But that wasn't all she heard—afterwards.

In addition to the arrival of six martins and wrens on the Fowler estate, we now have Mrs. Robert T. Fowler. Congratulations and best wishes are extended to the bride and groom, Mr. and Mrs. Robert T. Fowler.

Marilyn McNicholas is spending her vacation at Seattle and Lake Louise. There must be some added atractions out west this year. How about it, Ida?

No reports from "Dan Cupid" for June. How come!

On Saturday, June 20th, the girls of the Engineering Department were the luncheon guests of Mrs. R. W. Johnson at her home in Lombard. Mrs. Johnson is more familiarly known to many in the general offices as Mae Wheeler.

I BEG YOUR PARDON. The item appearing in the May Magazine announcing that Mary Lauk Gunderson was "leading the life of Riley," bears correction, as Mary has since informed us to the contrary. She says she is a real housekeeper—making biscuits, etc. However, Mary, to us putting in eight hours per day every week, month in and month out, we picture you as "leading the life of Riley." (Are we right?)

While on his way to the "big dance" at the Medinah Athletic Club, Draftsman Johnston had his share of excitement, which by the way, took away the enthusiasm he had worked up for dancing. Some disregarding motorist decided to mar the shine on "our" new Chevy, and did so to his own sorrow, for when one of the boys on the motorcycle happened along and recognized Johnston (not as a crook we hope), the second party had to fork over fifteen dollars and seventy-five cents for a new fender, but now bids will be taken for a cheaper job and (well, never mind what will happen to the balance).

On Tuesday, June 9th, the track elevation office at Evanston, accepted the challenge of the Union Station Engineering Department employes for a game of indoor baseball. The trophy is to be a new indoor, purchased with the joint funds of both teams. The Union Stationites might have emerged victorious had not the enthusiastic rooting and sideline umpiring of Miss Morrin subsided so abruptly in about the third inning. Without this backing, however, the game went to the Evanstonians with a score of 27 to 8.

Thanks for the ball, boys, and better luck next time.

(And now comes another report on this ball game as follows:)

Being the only fanette present at the baseball game played between the Engineering Department boys of the Union Station and the Track Elevation, Evanston, it behooves me to pen a few lines regarding it.

The game was too one-sided, the Evanstonians having won by a great margin. A vast improvement will have to be made by the Engineering Department boys, both in fielding and batting, but with continued practice I haven't any doubt but what they can hold their own with any team.

## Spring Rains

THE rain drops gently
On the roof and earth,
Washing the brown winter grass,
And making it green;
Coaxing the tender spring flowers
To lift their heads above the ground;
And all the time the sun smiles through,
Laughing because the drops are too small
And soft to hide its shining rays.



## Dubuque-Illinois Division 2nd District

*E. L. S.*

THE work in connection with the construction of the Blackhawk Highway bridge at Lansing, was completed on June 15th, and Lansing celebrated the opening of this bridge June 17th to 20th, inclusive. A special train was operated from Dubuque to Lansing on this date, carrying the Dubuque business men, together with a number of other visitors, to assist in the opening of the bridge.

This bridge connects Iowa and Wisconsin, spanning the river from Lansing to De Soto, Wis., and is one of the first constructed on the Mississippi River capable of handling loads of 30 tons. Our railroad has enjoyed a nice revenue at Lansing the past 18 months, due to material being hauled in for the construction of this bridge.

The highway construction work is now well under way, the paving at West Union and between McGregor and Marquette being completed and also the city streets at Marquette. The contractors have now moved to Lansing, where they have a 10-mile contract of paving, from Lansing to 10 miles west of there, on Highway No. 9, and 11 miles on the same highway from 3 miles west of Waukon to 8 miles east.

Agent G. A. Childe, of Mabel, Minn., died at his home in Mabel, Minn., June 4th. He had worked on this division as agent and operator since August 14, 1916. He had not been in the best of health for two or three years, but his demise was unexpected. Friends and employes on this division extend heartfelt sympathy to his bereaved widow.

Mrs. E. H. Hurley, beloved wife of Agent Hurley, died at her home at La Crescent, Minn., June 10th. Mrs. Hurley had been ill quite a long while. We extend our sincere sympathy to her bereaved husband and children.

Conductor V. K. Clark returned from the Conductors' Convention at Kansas City, June 1st, and Mr. Lee is expected back in the near future, from Houston, where he has been attending the Trainmen's Convention. Engineer M. P. Galvin leaves this week to attend the Firemen's Convention at Toronto, Canada.

The work on the highway bridge at Marquette and Prairie du Chien is progressing rapidly and looks as though it is going to be a reality.

We now have advice that McGregor has received two carloads of material and are to start a bridge from McGregor to Prairie du Chien.

Mr. James B. Donald has returned to his home in Savanna, June 6th, after having resided 8 months at Redondo Beach, Calif. Mr. Donald's health has been considerably improved and he is feeling fine. He heads the passenger trainmen's seniority list, second district, with a service date of 1884.

Trainmaster W. J. Whalen was called to his home at Lansing early part of June on account of the serious illness of his mother, but at this writing she is somewhat better, and hope she continues to gain her strength.

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

*"Willie"*

GOOD MORNING, everybody. Don't forget that July 4th and 5th are the dates that you will see the big rodeo at Deer Lodge, put on by the shop crafts of which Mr. Art Woolman is secretary. All sorts of amusements have been obtained for this occasion, and we want to see everybody there, and everybody who is there have a good time. Several speakers of note have been promised for this date and a good time will be on for all—and another thing, this comes the next day after pay day.

Richard Lovely, son of Mr. and Mrs. H. P. Lovely, of Deer Lodge, left for West Point, having successfully passed the examinations for entrance to that school. Richard has just recently returned from Marion, Alabama, where he put in nine months in the Marion Institute of that place.

Gordon Schecter, son of Mr. and Mrs. J. E. Schecter, also left for Annapolis, where he will enter the school for the navy, he having successfully passed the examinations for entrance to that school. For the past few years Gordon has been attending school in St. Louis.

Why that happy look on the face of Bob Romine, electrician helper at Deer Lodge? Oh, he says it's a girl. Congratulations.

Alfie Kanaar and wife have moved to Tacoma, to which place he has been transferred.

Jack Lacy has been spending a couple of weeks on the coast visiting his sister, Mrs. Gene McGuire.

Lois Pierce, daughter of Mr. and Mrs. Clarence Pierce, has been a patient at the Deer Lodge Hospital, getting rid of a bothersome appendix.

There were a lot of decendants in the graduating class of the Powell County High School, of the Milwaukee employes. You would be surprised, too, when I tell you that Bill Denty and Jack Knachel were out to see and hear the exercises. Jack said he found out one thing that he never knew before. He found out the difference between a Chinaman and an American.

Mr. and Mrs. Leo Kemp and son drove to Ely, Nevada, for a few weeks' visit.

Frank Haneman, hostler at Deer Lodge roundhouse, has bought out the Carlson Billiard Hall.

Mr. and Mrs. Myron Schurz are visiting in Seattle.

Now that the fishing season is on, you may look any time for the return to service of Amos, with the Fresh Air Taxicab, Uncorpulated. We don't know just what the repairs are that are needed to put the said taxi in service, but some are looking forward to the service again.

Mush Collins and Harry Arnold are attend-


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ing the Firemen's Convention in Columbus, Ohio.

Miss Harriet Hamp, daughter of Conductor Hamp, is visiting in Minneapolis.

Miss Mae Cunningham spent a couple of days over Decoration Day vacation with relatives in Ortonville, Minn. Came back alone, too.

Miss Doris Pears, daughter of Mr. and Mrs. J. E. Pears, of Deer Lodge, was married at the home of her parents, Sunday morning, May 31st, to Mr. John Marsh. Mr. Marsh is in charge of the Anaconda office of the Deer Lodge National Forest. The couple spent a few days in Spokane and coast cities before returning to their home in Anaconda.

## Chicago Terminals

*Guy E. Sampson*

WE mentioned last month that officials come and go, and things haven't changed in that regard since we last penned our items. For this time Mr. W. C. Givens had not got comfortably seated in the assistant superintendent's chair before he received notice that he had been promoted to superintendent of the K. C. Division, and to move to Ottumwa, Iowa, and take charge of his new duties June 15th. Only a little over two months ago he was transferred from that same point to the Lax Division, and from there to the Chicago Terminals, and now back to his old home as superintendent. An old employe remarked to W. C. G. when hearing of his rapid transit moves that "A rolling stone gathers no moss," but Mr. Givens just as jokingly replied: "A setting hen never gets fat, so why should we worry about the moss." We of the terminal hardly had time to meet and become acquainted with him while here, but we know from reports from the K. C. Division that we were all going to like him. But Mr. Bagnell has been appointed to fill the place of Mr. C. G., and we are going to try and meet him as soon as he hits here so there won't be any danger of his going away before we have made his acquaintance at least. All employes welcome the new assistant and wish for Mr. Givens and his, happiness and success in his new (old) field.

On June 5th, Train Director G. E. Sampson and children were visiting relatives at Wauzeka. Engineer George Callahan and Conductors Con Royston and Ray Cosgrove, all three being on work train on the Old Kickapoo Ry. and tying up nights at Wauzeka. That evening the Chamber of Commerce held a fish dinner and the four above mentioned men were invited to attend the dinner. And did they enjoy the dinner, we'll say they did. One of the boys was highly insulted because they were passed some potatoes and said: "No, pass the fish, we have potatoes at home." All had a wonderful time.

Weighmaster Techmeyer, of the hump forces, had a narrow escape last month. He was crossing a street in the city when a car turned the corner at a rapid rate of speed, and as it was raining, the driver did not see him until he had been hit, thrown up on the fender of the car and carried about 100 feet. A bruised arm, a slight cut on the chin was the extent of his injuries.

Born to Mr. and Mrs. Harry Miller of Bensenville, Ill., May 29th, a 7½-pound daughter. All employes congratulate the happy parents and wish for the little lady a long, happy and useful life.

Harry Nichodemus, a passenger conductor, has taken a run between Dubuque and Davenport. This necessitates his being absent from his home all the time, but we are informed that his wife will soon go to Davenport, where they will take light housekeeping rooms while Harry is on that run.

Frank Forst, storekeeper at the Bensenville roundhouse, surely has the sympathy of all employes. His mother, who was residing with him, was very ill and they sent for his sister, who was in New Orleans, La. While visiting the sick mother she was taken ill and taken to a hospital, where she underwent an operation and died June 12th. Life is sure uncertain and it is usually the unexpected that happens. The mother is still very ill.

Switchman Clark Gruner made another important visit to New Holstein, Wis., this month. Pretty regular, Clark, but we know the fishing is fine in that state.

### By the "Cub Reporter"

"Safety First" is the motto of the Bensenville and Mannheim repair forces. They not only believe in Safety First, but they are proving that they do by their action, as the old saying goes, "Actions speak louder than words."

On May 28th Bensenville and Mannheim had a real Safety First rally, which started at 4:20 p. m. at Bensenville repair track.

A baseball game was played by the boys from Mannheim against the Bensenville boys. This game showed that all the men were up on their toes every minute. Mannheim won the game by a score of 5 to 0. (Bensenville was very courteous to their visitors, I see. Evidently they were taught as I was, "Always let your company have the best"—just an old southern custom.) Both teams played a very good game. Mannheim's team was well organized and showed it. Here are a few suggestions I would like to make—friendly suggestions. Bill Earl could help the Cubs out, I believe, as they are always in need of a good pitcher. Place your application, Bill. Willis Steging should remember there are only 9 innings to a baseball game, the 10th inning doesn't count unless the score is a tie, and this score was not and he should not wait until the 10th inning to knock a home run. This baseball game showed good teamwork by both teams.

Red hots and ice cold lemonade was enjoyed by everyone.

Now for the real purpose of this gathering —SAFETY FIRST or THE PREVENTION OF ACCIDENTS. At 5:30 p. m. everyone came into the Bensenville lunch room and the Safety First meeting was called to order by acting chairman Hewing. Then there was a surprise in store for us. Mr. Eric Erickson, a switchman who tries always to switch cars without damage thereby saving the Car Department a lot of labor and saving the company money at the same time, gave us a real musical program. He played about every musical instrument there is except the piano, and I believe he plays a piano, but it was rather inconvenient to bring that along. This music was a real treat and we enjoyed it. Mr. Crad Williams surprised us by jigging, and can he jig. I'll say he can.

Mr. H. Hewing read some circulars which Mr. Flanigan had put out and stressed how necessary co-operation was between the foreman and his men to accomplish our aim for the year 1931.

Mr. Scharbaker, Mr. Thompson and Mr. Hemsey gave us some good pointers on Safety First. I couldn't begin to tell you everything they said as they said so much, and it was all very important, but those who were not there at this Safety First meeting rally missed a lot.

This is what I got out of the meeting: At the end of the Safety First Contest for the year 1931, the C. M. St. P. & P. R. R. is going to top the list—cop the Safety First prize and stop and park on top of all the other railroads in this accident prevention contest. Because we, the employes of the Milwaukee, are going to keep our eyes peeled for all hazards and send in suggestions to our foremen to correct them. We are playing this important game of Safety First by giving our best conscientious effort toward it, and working hand in hand with our supervisors to prevent accidents and WE WILL PREVENT ACCIDENTS.


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## "Out Where the West Begins" East End of the Trans-Missouri Division

*D. H. A.*

IT is with sadness that we write of the death of Henry Baker, who was accidentally killed in the yards at Walker, S. D., on May 20th. He had been in the employ of the Milwaukee Railroad since 1912, and had risen to the rank of conductor, but at this time was braking on the way freight for Conductor E. W. Ogden. He leaves to mourn his loss, a wife, one daughter, Ardell, and a son, Charles, also his parents, Mr. and Mrs. C. H. Baker, and three brothers, Oscar, Irving and Milbert, of Tacoma, Washington. The remains were taken to Tacoma for burial, Mrs. Baker being accompanied there by her sister, Mrs. Percy Sherman, and Mr. and Mrs. Bert Doud. Deepest sympathy is extended to the bereaved ones.

So many changes have taken place since the last issue of the Magazine we hardly know how to begin. Several men have been taken off at the roundhouse, the position of cashier at Mobridge has been abolished, Frank C. Williams has been appointed agent, and Mr. R. S. Lowis has been transferred to Selfridge, N. D. Mr. Lowis has been our agent for twelve years and his kind and courteous treatment of everyone has made him a host of friends among the railroaders as well as the business men, who regret seeing him leave. The best wishes of their many friends go with Mr. and Mrs. Lowis to their new home.

Mrs. Roy Van Dyne left June 6th for Portland, Oregon, where she will take in the Rose Carnival. She will also visit relatives and friends at Seattle and Tacoma.

Mrs. Leslie Howe and Mrs. Mildred Richardson accompanied Mr. and Mrs. N. D. Howe to Vermillion, S. D., where they attended the graduation exercises at the state university, Leslie Howe being one of the graduates.

John Baun, trucker at the freight house, was operated on for appendicitis at the Mobridge Hospital on June 6th. We are glad to know that he is coming along nicely.

Mrs. Cecil McNeeley, who has been seriously ill with pneumonia, is much improved at this writing.

Superintendent H. M. Gillick and Master Mechanic E. W. Hopp, of Aberdeen, were business visitors in our city on June 2nd.

Mr. and Mrs. Frank Schneider left on June 5th for an extended visit with relatives at Menominee, Michigan, and other points. Mr. and Mrs. Clyde Gorham will occupy their home during their absence.

A son was born to Mr. and Mrs. Robert Tennyhill on May 16th.

Mr. and Mrs. B. Hennesey and young daughter of Morris, Minn., stopped here on their return from the Black Hills and are visiting at the F. C. Williams home. Mrs. Hennesey is a cousin of Mr. Williams.

Brakeman Wilson Middleton and wife are the proud parents of twin girls, born May 15th, at Kirkland, Wash. The babies have been named Kay and Gay. Congratulations.

Mildred Richardson, stenographer in the trainmasters' office, was layed off May 25th, but they decided they could not get along without "Old Efficiency" so put her back to work June 4th.

Agent B. C. Brockoff, of Selfridge, N. D., passed away June 7th, after a long seige of Bright's disease. He had been a patient at the Mobridge Hospital since February. He is survived by his wife and daughter. The remains were laid to rest in Greenwood Cemetery.

The following officials spent Tuesday, May 19th, in our city: J. T. Gillick, O. N. Harstad, W. H. Penfield, of Chicago; N. A. Meyer, of Seattle; H. W. Williams and A. Strand, of Tacoma; Superintendent G. H. Hill and H. E. Riccius, of Miles City.

Dora Anderson enjoyed a visit from her sister, Mrs. Sherman Bruce, of Oakland, Calif. They left for New Effington to spend Memorial Day with their parents.

Mrs. E. E. Nepp, of Minneapolis, is visiting at the home of her parents, Mr. and Mrs. A. R. McCauley.

Mrs. Anton Schmitt, formerly Besse Swanton, assisted at the freight office on June 11th, during the rush, when freight began moving again after the cave-in.

Mr. and Mrs. E. E. Tennyhill returned June 12th, from Houston, Texas, where Mr. Tennyhill was sent as a delegate to the B. of R. T. convention. The convention opened May 4th and continued until June 9th. They report an enjoyable time, but E. E. says he could hardly wait to get home to see the new grandson.

Agent Nick Gahr, of Thunder Hawk, spent a few days in our city visiting Abe Youngman and other friends.

Mrs. C. H. Cartmell spent three weeks visiting friends at Chicago, and also spent some time with Mrs. Verana Holman, at Ottumwa, Iowa.

Mrs. Louis Scheifelbein and daughter, Joan, visited at Miles City, guests of Mrs. Martin Walsh and Mrs. H. L. Stamp.

Mrs. J. B. Collins attended the graduation exercises at the Ancker Hospital at St. Paul, her daughter, Lorraine, being one of the graduates. From there Mrs. Collins went to Merrill, Wis., to visit her mother.

Miss Dorothy Martin accompanied Wm. Derringer to Miles City to visit his sister, Mrs. H. L. Stamp.

Mr. and Mrs. Herb Love, of Tacoma, were guests at the Frank Williams home. Mr. Love is like a ray of sunshine and we are always glad to see him come.

Mrs. Ray Martin and daughter, Dorothy, attended the Golden Jubilee at Aberdeen on June 6th.

## Iowa (Middle and West) Division

*Ruby Eckman*

MR. ALEXANDER, the train rules examiner, for the Union Pacific, was in Perry the fore part of June, with the examiner's car, examining train and engine men who work on the West Division.

Jake Wagner, first trick caller at Perry, attended some of the sessions of the state convention of the Elks, held in Cedar Rapids in June. Jake is secretary of the Perry lodge.

F. E. Bentley, who was off duty for several weeks account of sickness, returned to work as agent at Rhodes, June 10th.

James LeRoy Reel is a recent addition to the Milwaukee family in Perry. The lad is the first son of Brakeman Raymond Reel and wife, and the first grandchild of Conductor D. T. Reel. Needless to say the folks all think the boy the best ever.

Engineer E. C. Hullerman's daughter, Margaret, who teaches at Algona, Iowa, and his son, Hugo, who is a medical student at the University of Minnesota, have both gone to Glacier National Park, where they will be employed as in several previous summers.

Des Moines Division engineer, T. R. Griffith, who has been making his home in Perry for a number of years, has moved to Des Moines, as the lay-over has been changed on the Des Moines Division runs, so he had no chance to get home.

One of the biggest Safety First meetings ever held in Perry was the meeting in May, when the Elks' club room, the largest auditorium in Perry, was filled to overflowing with railroad men and their wives.

Mrs. G. M. Abell, of Milwaukee, made her semi-annual visit to Perry the latter part of May. The Abels were former Perry residents.

Brakeman Robert Peterson and wife welcomed a new son into their home May 15th. The lad is the first grandchild in the home of Engineer Fred Peterson, and also in Mrs. Peterson's parent's home.


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Mrs. Jessie Millard, widow of Conductor Elmer Millard and a sister of Conductor I. E. Conner, died at the hospital in Perry, May 18th, after a few weeks' illness.

Marjory Meyer, daughter of Division Storekeeper H. R. Meyer, was married recently and the announcement of the marriage was made in the Magazine. Soon after the May Magazine was out, Mr. Meyer received a little note from George Richards, of Salinas, California, with some good wishes for the young bride and groom. The letter also contained some news which was mighty welcome to Mr. Meyer as Mr. Richards, who formerly worked for the Milwaukee in the Store Department, is now with the W. M. Watson Company, who specialize in head lettuce, shipping many carloads from their ranches each year. Mr. Richards is loyal to his old employers and routes a good share of the business over the Milwaukee. Friends of Mr. Richards will be glad to know he is doing so well in his new work and also that he helps boost the Milwaukee.

C. H. Tanner, agent, Tama, while unloading some freight at his station, fell from a truck and fractured the bone in his arm. He continued at work without loss of time.

## Kansas City Division

*C. M. G.*

DUE to Mr. Nee accepting the position of superintendent of the Idaho Division, another change took place on our division, effective June 15th, when he departed for Spokane, Wash., his new headquarters. Mr. Nee has been our superintendent since November 1, 1930, and his departure is regretted by many. The loss of Mrs. Nee, as the president of the Milwaukee Women's Club, is also very regretable and we should like very much to have her remain with us for a longer period of time.

Mr. and Mrs. Nee were the guests of honor at dinner in the Hotel Ottumwa on the evening of June 11th, with the hosts the officials and other employes of the Milwaukee and their wives. A beautiful bouquet of roses was presented to the guests of honor from the shop crafts at West Yard, through Mr. T. H. Kemp, toastmaster. Talks were given by the various guests present conveying their good wishes and expressing their regret in having Mr. and Mrs. Nee leave.

Following the dinner a number of the guests accepted the invitation of Mr. W. A. Whitney, chairman of the convention committee of the Iowa State Federation of Labor, and enjoyed dancing in the ballroom of the Hotel Ottumwa, while others accompanied Mr. and Mrs. W. H. Vosburg to their home and spent the remainder of the evening in playing bridge.

On Friday afternoon a one o'clock luncheon was served in the club house of the Milwaukee Women's Club, complimenting Mrs. Nee, at which time she was presented with a very attractive oriental vase as a token of appreciation from the members of the Ottumwa Chapter, all of whom are sorry to lose her as our presiding officer.

Mrs. Nee will visit with relatives in Wausau, Wis., en route to her new home in Spokane, while Miss Eleanor Nee will spend some time in Chicago and Aberdeen before joining Mr. and Mrs. Nee in the Northwest.

Mr. W. C. Givens, who had served as trainmaster on our division for almost five years and departed the latter part of March for Portage, Wis., to assume new duties and on May 15th was promoted to assistant superintendent of Chicago Terminals, is to return to Ottumwa as our superintendent to succeed Mr. Nee. Mr. Givens had moved his residence to Bensenville on June 5th and several days later was notified to assume the superintendency of the Kansas City Division. This news was glad tidings to all employes on this division and we are all very pleased to have him return to us as our superintendent.

Previous to the departure of Mrs. Givens and her sons for Bensenville, she was the guest of honor at various luncheons and parties; one a luncheon given by the members of the Milwaukee Women's Club, when a handsome silver platter was given to Mrs. Givens as a gift. She had done splendid work in connection with the club, having served as president for several years, and as chairman of the relief committee, during which time she had contributed most generously in many ways towards the good of the organization. We welcome Mr. Givens and family back to Ottumwa and hope they will be with us for many years.

On May 21st the annual Milwaukee Charity Dance was given at Mile-awa, with Jack Balby and his troubadors furnishing the music. It was a most successful affair and $150.00 was realized from it. Mrs. P. H. Nee and Mrs. James Davis, through the co-operation of Mr. and Mrs. H. L. McCaughey, Pete Adams, Harry Vaughan, Miss Martha Brown, Mrs. T. H. Kemp, Mr. and Mrs. W. G. Dingeman, P. J. Weiland and Chas. W. Harness were responsible for the success of the dance.

During the past few weeks the Milwaukee has lost several of its old and reliable employes because of death.

Eugene Cunningham, Kansas City, passed away on May 15th at his home. He had been employed since 1872, entering the service at that time on the Mineral Point Division as a fireman, transferring to the K. C. Division in 1887. In his 59 years of service, 30 years of which time he was on trains No. 3 and No. 8, as engineer, running between Ottumwa and Kansas City, Mr. Cunningham had a perfect record.

On May 17th occurred the death of Mr. J. B. Smith, engineer, who had been in the service of the company for 43 years. Mr. Smith had been in ill health for some time and had been unable to continue his duties. For many years he was engineer on the Marion Line passenger trains, running between Ottumwa and Cedar Rapids.

W. C. Stewart died of pneumonia on the morning of June 7th in Kansas City. He had been in the service for thirty years and was a freight conductor on the West Division.

Conductor A. A. Floyd, second oldest employe on our division, died at the age of 75 years at his home in Ottumwa, on June 1st. For 50 years he had been in the employ of our railroad and was conductor on passenger trains running between Ottumwa and Cedar Rapids for many years. Just previous to his death he was on trains No. 3 and No. 8, between Ottumwa and Kansas City. Funeral services were held on Wednesday, June 3rd, at the Lester Jay Funeral Home and the remains taken to Cedar Rapids, and a second service held at the Turner Funeral Home there, at 2:00 p. m. Thursday, with burial in the Cedar Memorial Cemetery in Cedar Rapids.

On Monday, June 1st, George Armentrout, 61-year-old machinist at our roundhouse, West Yard, was instantly killed when his Dodge coupe was struck and demolished by a Wabash freight train at Hilton crossing, four miles south of Albia on state highway No. 6. Since 1923 Mr. Armentrout had been employed in the local shops. His body was taken to Eldon, where he formerly lived, and the funeral held on Wednesday, with burial in the Eldon Cemetery.

Mrs. George O'Gar and young son, Robert, were visitors in Ottumwa for two weeks during May, as guests in the home of Mr. and Mrs. Robert O. Clapp.

B. & B. Foreman L. Koehley and wife, Chillicothe, Mo., returned in May from a trip to the West, including Los Angeles, San Francisco, Calif., Portland, Oregon, and Seattle, Washington.

Mrs. J. W. Sowder, wife of chief clerk to the superintendent, was elected to the office of president of the Women's Club at a meeting on June 11th.

W. O. Hampton, Murdo, S. D.

## West I. & D.

*Edna Bintliff*

GORDON INMAN, formerly clerk at Charles City, Iowa, drew the clerk's job at Rapid City, on bulletin.

The marriage of Miss Dorothy Ann Rooney, daughter of Mr. and Mrs. William E. Rooney, of Mitchell, and Mr. Gerald A. Dewell, son of Mrs. Nellie Dewell, of Sioux City, Iowa, occurred Thursday, June 4th, at Mitchell, S. D. Mr. Dewell is the P F I man at Mitchell.

Evan W. Hall, live stock commissioner, Miles City, Montana, appeared on the program of the fortieth annual meeting of the Western South Dakota Stock Growers' Association at Rapid City, June 10th.

Mrs. E. H. Platt, wife of Chief Dispatcher Platt, of Mitchell, was called to Jamaica, Iowa, due to the serious illness of her mother, Mrs. S. C. Hurlburt.

F. Ray Hansen, formerly cashier at Rapid City, is now located in the Mitchell yard office.

Traveling Auditors Calvin and Kirwan checked the freight and passenger accounts at Rapid City during the latter part of May.

We understand that Chief Dispatcher E. H. Platt has become an enthusiastic advocate of claim prevention. Mr. Platt is senior partner in the Kitchenette Grocery Store, of Mitchell, and found that in a recent shipment of groceries he checked short two boxes of crackers. This was really very serious, as a full shipment of cheese was received. We might suggest that Mr. Platt print a small edition of "Left-over Cheese Dishes" and sell same at his store.

Captain of Police McCauley, of Sioux City, accompanied by Mrs. McCauley and daughter, called at Rapid City, en route to Hot Springs, where Mr. McCauley attended a meeting of the Veterans of Foreign Wars, in his official capacity as district commander.

Announcement has been received of the marriage of Miss Louise McCone to Dr. Donald Shelby, of Los Angeles, Calif. The wedding took place May 23rd, in the Old Mission of San Gabriel. Dr. Shelby is the son of J. W. Shelby, agent, at Mitchell, South Dakota.

The annual National Guard encampment will be held at Rapid City beginning June 12th. This movement is made over the Milwaukee and the supervising officers are all lined up for same.

Mr. C. R. Winters was in Murdo May 17th, assisting in the organization of a Pension Association Club at that point. Twenty-eight members joined the club at this first meeting, and a great deal of enthusiasm was expressed as to the pension proposition.

After a serious study of the recent business depression, Paul Hasslinger, car clerk at Mitchell, has arrived at the conclusion that everyone has been spending too much money on gasoline, money which, had it been saved and properly invested, would have averted the depression. Mr. Hasslinger has a car himself, and he did not like to take severe measures, so being a diplomat, he struck upon a very clever idea. He bought a can of white paint, about a pint, and painted the wheels of his car white. Then he said it would be up to anyone driving the car to see that no dust or mud marred the beauty of those white wheels. Clever, wasn't it?

We shall expect to see the trainmaster's Packard and the chief dispatcher's Auburn come forth with white wheels in the near future.

Mr. H. O. Everson, chief traveling inspector, was in Mitchell for two weeks, during the latter part of May and early part of June, relieving Mr. Gerald Dewell.

Mr. George Johnston, brother of Traveling Engineer W. Johnston, has been promoted to the position of fuel inspector on the I. & D. Division.

## Coast Division

*"Kirk"*

MISS MARIE VANDINBURG, daughter of Safety First Inspector R. H. Vandinburg, has the honor of having been one of the four honor students out of a class of forty-four, graduating this year from Pacific Lutheran College, Tacoma. Miss Vandinburg also received scholastic award for exceptional work. She has already secured the principalship of the Lake Bay School for the coming school year.

Seems too bad after getting thoroughly settled and wanting to stay, that Mr. R. H. Vandinburg, our safety inspector, has to move to Minneapolis and go back to running an engine. According to our information the safety inspector's position on the West End of Lines West will be taken over by Mr. Cunningham, and Van goes back to his engine. This is in line with economy and no reflection on Mr. Vandinburg's ability as a Safety First inspector. Under his inspectorship the coast has gone to the top of the list in the matter of Safety First. We all wish you luck, Van, and sorry to see you go.

F. H. Parks, B. & B. foreman, and wife, are vacationing in the east around Minneapolis and other points of interest. We wish them a good time.

S. C. Whittemore, chief dispatcher, who has been very sick, is now able to be up and around again, but the doctor says it will be some time before he can go to work. Sam has to live on milk and cut out the nicotine. The last is pretty hard, for you very seldom saw Sam without the big cigar.

H. E. Peterson is holding down the chief's job while S. C. W. is away.

Sorry to have to report the death on June 5th, of C. F. Hensley, cashier at Ellensburg. Mr. Hensley died very suddenly of heart failure, at the age of 66 years. His service date was February 1, 1912, all of which, I believe, was spent at Ellensburg. The sympathy of the Coast Division is tendered the loved ones left behind.

Miss Dorothy Nelson, daughter of Mrs. Mildred Nelson, of the city office, has the honor of being the salutatorian of the graduating class of Sadium High School. Dorothy was one of the youngest members of her class of 477, and her average for the four years' work was 95.4 per cent, which is some mark. She is the granddaughter of R. F. Weeks, formerly D. F. & P. A., Tacoma.

Another economy activity was the abolishing of Assistant Trainmaster Eccles' job, who came back to his old job as chief clerk to the superintendent, which leaves Mac to go back to his old job in the Accounting Department. And so it goes, bump, bump, bump. Will be glad when Old Man Economy passes out for it looks like a tough winter, and no foolin'.

R. R. Thiele, who has been around Tacoma since the docks here were in their hey-day, has had to go to Raymond; Leo Kord bumps in at Cedar Falls; R. H. Barrett from Chehalis to Seattle, etc., ad infinitum.

Don't forget the clerk's fourth annual picnic, which will be held at Redondo Beach, July 19th. This includes the clerks from Tacoma, Seattle and Auburn, and the usual good time is assured. Those who have attended in the past know the good time which will be theirs. Prizes include a radio, an electric mantle clock and a floor lamp. You may be the lucky one.

Bob Shipley, yard clerk, has been spending some time at Cross Plains, his old home, being called there account of illness. Understand he will be back on the job soon.

Richard Rasmussen, son of Fred Rasmussen, roadmaster's clerk, also Gertrude Ellen Davis, daughter of Roadmaster H. C. Davis, were graduated with honors from Lincoln High School, the night of June 11th. Out of a class of 458, 25 students received the torch, which is a national honorary emblem for scholarship during the four years of high school. Twenty of these students were girls and five were boys, Richard Rasmussen being one of these five boys, and Gertrude one of these girls. Another Milwaukee family member who covered himself with honor, was Floyd Lewis, son of Conductor Lewis, also a member of Lincoln High graduating class, who was awarded the Rotary Club award, a scholarship which is valued at $100.00.

Jack Weatherly is back again on the Coast Division as dispatcher, filling in while the dispatchers are taking their vacations.

The wooden nickel for the best hard luck story this month goes to Mike O'Connor. A couple of days ago a young fellow walked into the telegraph office, represented himself to be the son of one of the division superintendents, Lines West, and wanted to telegraph dad for a "touch," as he was without visible means of support and had not eaten for some time. Mike told him to write out the message, which the young man did, signing the name "Harry." Mike then advanced 50 cents for eats until the "touch" was realized on and sent the message. The sounder flashed right back at Mike the question, "Who's Harry?" and Mike is still trying, without success, to answer that query.

Florence Mattson, who recently resigned to work in the Internal Revenue Department, is now secretary to Mr. Burns Poe, the Internal Revenue Collector. It's a fine job and Florence says she hopes she doesn't wake up some morning and find out it is all a dream.


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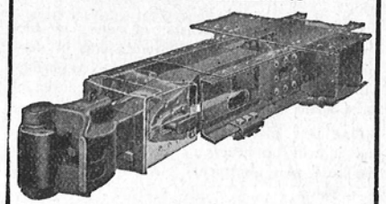

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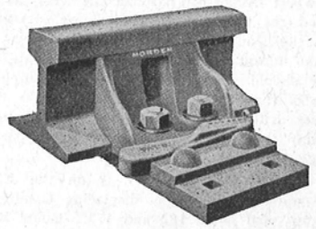

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CHICAGO

## S. C. & D. Notes

*M. F. Kasak*

ON May 12, 1931, a very interesting Safety First meeting was held at Sioux Falls passenger station, with Superintendent Buechler acting as chairman. There were 109 employes and visitors present. Mr. Buechler gave a short and absorbing account of a fire drill that he witnessed on board the ship on which he was sailing while on a recent vacation. He stressed the fact that Safety First and Fire Prevention is being practiced elsewhere than on the railroad.

During the course of the meeting, Chief Sloan, of the Sioux Falls Fire Department, was introduced and gave an instructive talk on Fire Prevention, in which he outlined the more important causes of fires in homes, industries and on the railroads.

A lively discussion of the standard rules was engaged in as related to Safety First and helped to clear up mistaken interpretation of these rules, and also served to reimpress their importance on those present.

Engineers Bill Hoppe and Art Little returned from Excelsior Springs the first of June, where they were visiting Jesse James' relations out on the old homestead, and swimming in the healing waters or bathing, or whatever they call it. Art said it was well worth the 50 cents and the trouble to go out to see the relics of an old-time real bad man.

Engineer and Mrs. Al Cropley have just returned from Rochester, where they spent the month of May while Mrs. Cropley was undergoing surgical treatment. Mrs. Cropley is reported as doing very well.

Floating pile driver crew of 11 men, in charge of Frank Meyer, started driving false work piling on June 1st for alteration of the Sioux River bridge at Sioux Falls. False work will be used for carrying traffic while removing the present bridge and erecting the new bridge.

Present bridge consists of one 156-foot through truss and three 20-foot spans of deck girder, all of light construction. New bridge will be of the same length and will consist of three spans of heavy type deck girders.

One new pier required, was built in 1930, and it will be necessary to alter the present pier and two abutments after the false work is in place.

The false work will be finished about June 15th, and it is expected that the steel work will be finished October 1st.

This is one of the several large bridge jobs on the S. C. & D. Division this year.

It would not be altogether proper to pass up mention of the fact that the Women's Club "Eats Committee" saw to it that the hungry bunch at the May Safety First meeting at Sioux Falls, had their fill of good coffee and better cake, after the meeting adjourned.

Herbert Anderson has become very active around the stock yards after hours, assisting with the loading and inspection of stock at Colton during the month of May. This activity should go a long way toward stopping some of the big Colton live stock trucks that we see drifting into town every day. During the day time Herb is the section foreman in charge of section 41, at Colton.

Conductor Dave Murphy is on the Egan Line trains 395 and 396, displacing Conductor Reagan, who is on 182 and 173. Guess both of the boys needed the change. Reagan needed the experience of a few fast rides on the pig train, and Dave said that he found out that he had been on the passenger runs so long that he hardly knew what a mixed train looked like.

Bill Nelson, assistant supervisor of the Bridge and Building Department, with headquarters in Chicago, has been a frequent visitor at Sioux Falls since the pile driver crew arrived to work on the Sioux River bridge.

This is the season of fishing, baseball and derby tickets. Talk on all of these subjects can be heard at any time. At the present writing there seems to be a contest on as to whom the honors of the biggest fish story teller is to be, and also who is the champion fisherman. It has been decided to award the title of "Champion Fisherman" to the gentleman who has snared the largest fish by actual weight and eliminate the usual fisherman's measure—"it was this long." To date, according to reports reaching us, Engineman S. A. Fazine is in the lead and Engineman A. B. Main coming a close second, and Switchman Fred Brown bringing up in the rear.

Speaking of fishing, yours truly accompanied Section Foreman George Christ and Lampman Anton Mortenson to Bigstone, Decoration Day, and believe me, the fish were biting. We brought home 70 of them. George carried away the honors of the day, hooking four fine bass on artificial bait. Anton was the most persistent fisherman—can you imagine anyone getting up at TWO A. M. to fish bullheads? He was successful in catching one anyway.

Baggageman Zane Jenkins took in the Radio Show at Chicago the second week in June and reports seeing some real sets.

Engineer W. W. Bowers is back in Sioux Falls again and is working on the Bristol job. Bill is a mighty hard fellow to keep track of.

Conductor Emory Stewart departed for the trainmen's home at Denver, Colorado, where he will remain for some time for his health. We certainly hope that he will regain his health real soon and come back for another fifty years of service.

Will Sweeny, brother of Switchman Les Sweeny, is visiting at Sioux Falls. Will is chief clerk in the general car foreman's office at Proviso, for the Northwestern Railroad.

Mike Deveney, engine watchman at Wessington Springs, is home getting acquainted with a new Ford. Mike is a storekeeper in Sioux Falls when not railroading, being in partnership with his son.

Olaf Anderson, yard foreman, Sioux Falls, on the "Swedish Special," says that with the change of switch engines from C1's to C2's, all he needs now is spikes in his shoes to keep up.

William Lagan, clerk in the freight office, Sioux Falls, was in the Twin Cities on business, June 5th.

Daniel Murphy, of Chicago, was in Sioux Falls for about ten days in the first part of June, visiting his aunt, Mrs. D. Murphy, and cousins Jerry, John and Vivian. We heard that John took him fishing at Madison, but that is all that we heard.

Mr. Fred G. Meyers, chief clerk in the freight house at Sioux Falls, has been ill for the past 30 days and confined to his home. Fred has had his tonsils removed and is now on the road to his usual good health and is expected to be on the job again after June 15.

Funeral services for Raymond Henderson, 30 years old, of Sioux Falls, S. D., a former Sioux City resident, who died Wednesday, June 10th, after a two weeks' illness, were held at Sioux City at 2:30 p. m. Saturday, the 13th. Burial was in Graceland Park Cemetery.

Mr. Henderson was born in Omaha 30 years ago and came to Sioux City as a boy with his parents, Mr. and Mrs. F. M. Henderson. They lived at 1801 West Palmer Avenue.

Four years ago Mr. Henderson moved to Sioux Falls. He had been employed by the Chicago, Milwaukee, St. Paul and Pacific Railroad for 15 years, and was a member of the Brotherhood of Railway Trainmen.

In addition to his parents, Mr. Henderson is survived by a brother, Clifford, of Sioux City.

## Iowa (East) Division and Calmar Line

*John T. Raymond*

AGENT AND MRS. M. F. EMERSON, of Martelle, were away on a brief vacation visiting their daughter, Mrs. R. W. Dunmeier at Elkhart, Ind. Mr. Dunmeier is chief of the fire department there.

G. L. Ireland, agent, Delhi, left June 6th for a visit with relatives in New York state, F. E. Sorg, relieving.

The switch engine at Atkins Yard was discontinued June 9th.

Lineman J. E. Tobins' territory had been extended to Ferguson but now extends only as far east as Oxford Jct. Lineman E. Flint's territory in Iowa extends to Oxford Jct. and from Maquoketa to Davenport.

Operator Frank W. Bowers, of Sabula bridge office, was absent several days the fore part of June, attending Grand Lodge A. F. & A. M. at Clinton, Iowa. Alex Whittemore worked in Mr. Bowers' place during his absence.

Miss Alice McGuire, of Marion, left for the east June 6th, on a two weeks' vacation, going first to West Point, N. Y., to attend the graduating exercises of the U. S. Military Academy, having a relative who was one of the graduates. From there she went sightseeing to Halifax, Nova Scotia.

Agent M. E. Burns, of Green Island, was off duty several days on account of the illness of his daughter, Cleo, who was taken to the hospital at Dubuque for an operation with successful results.

Agent H. E. Ramsey, of Oxford Jct., was off several days early in June account of the illness of Mrs. Ramsey, who was taken to a hospital in Cedar Rapids for treatment.

Operator W. D. Schesser relieved Agent Ramsey at Oxford Jct. during his absence.

Ye scribe left Marion June 14th for a brief visit in Montana.

Dispatcher E. E. Edwards acted as relief dispatcher during vacations, T. J. Allen on the clerical job.

M. W. Brown, of Green Island, while engaged in plowing with two mules in a field near that place, was struck by lightning about 2:00 p. m. Thursday, June 11th, the same bolt also struck and killed the mules.

Mr. Brown has been doing extra work as a brakeman on Iowa Division and is a brother of Conductor John R. Brown, of Savanna.

Surviving the deceased, beside the widow, are two daughters. The funeral was held at Green Island, Monday, June 15th. The family has the sympathy of the employes on the division in their bereavement.

Conductor Ed Zak, Passenger Brakeman F. G. Holsinger and Ernest Failor, of the superintendent's office, attended Grand Lodge, A. F. & A. M. at Clinton, Iowa, the week of June 8th.

Conductor Fred Golden, who has been off duty for several weeks on account of sickness, has resumed work on Nos. 97 and 90, with Monticello lay-over, June 10th.

H. L. Shekelton, yardmaster at Atkins yard, with his family has gone to Los Angeles for a visit with his mother.

Conductor Andy Schader has been unable to work since the first of June due to a large carbuncle on the back of his neck.

Passenger Brakeman C. H. Wescott, who has been confined to his home on account of sickness for several weeks, is improving slowly and hopes to be able to resume work shortly.

Passenger Brakeman J. F. Hunter and wife left June 10th for a visit with their son and family at Columbus, Ohio.

Conductor Frank Cornelius returned from the convention of the O. R. C. at Kansas City, May 25th. Frank was taken sick a few days before the convention ended and has not as yet felt able to resume work.

Word received from Conductor Harry Doyle, who has been taking treatments at the Naval Hospital at Great Lakes, Illinois, indicates that he is improving slowly, but it will probably be some time before he will be able to resume work.

A. C. Dimock, yardmaster at Cedar Rapids, and wife left the first of June for a trip to Denver, Colo.

Brakeman Andy Carmichael, who has been confined to his home at Monticello for several weeks on account of sickness, nas recovered sufficiently to be able to mark up on the extra board for passenger service.

## I. & D. Items

*M. G. B.*

SOME people just can't stand prosperity. For instance—Doc Lawrence has gone and got himself a new cap. He doesn't believe in this depression stuff—he believes in buying. Anyway, it develops that we have all got so used to seeing Doc in a hat, that he has to be introduced to his old friends when they come in the office. Walk right past him asking for Mr. Lawrence, if you please!

Everyone in the Mason City local offices is on his (or her) toes, keeping a sharp lookout for the new man at Mason City, Williams is the name, Mr. Camp Williams. Send your answers in care of this office. Mr. Williams, we understand, is a very influential man and 'twould be well to keep on the good side of him once you meet him.

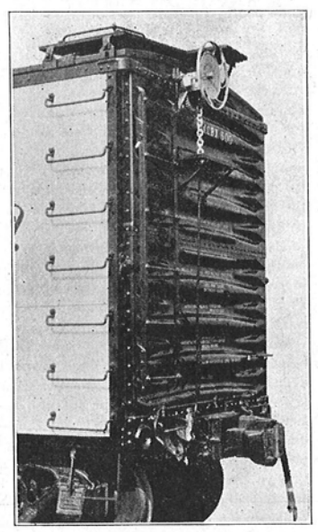
A familiar face was seen around the Mason City offices May 26th, when Mr. W. E. Tritchler, of Austin, made a visit here. Looks like old times to see "Bill" back here.

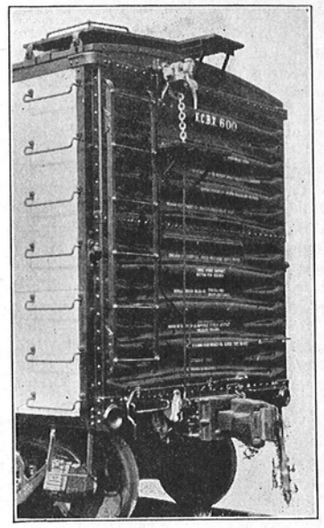
V. P. Sohn is working at Mason City dispatcher's office doing relief work.

Mrs. C. E. Mutschler, wife of chief clerk in the superintendent's office, returned home May 26th, from a visit to Dubuque, where she was staying with her mother, who was recuperating after a serious illness.

Mr. A. Daniels made a trip to Mason City June 4th. Mr. Daniels, Mr. Bost and Mr. Ingraham took a trip to Spencer to look over the rail laying gang, which was starting on the division.


KLASING HAND BRAKES





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combine all the essential features a hand brake must have to provide dependable, safe and lasting performance. Consider these properties:

More powerful than the air brake.
Strength and durability. Ease and safety of operation.
Travel up to 19 inches. Quick take-up.
Positive set and release. Full or partial release.
Simplicity of design and assembly.
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Pacific Creosoting Company *and* J. M. Colman Company
Both of Seattle, Washington
*Plants located at Eagle Harbor and West Seattle*
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The rail laying gang, starting east of Garner, has caused quite a sensation all along the division, everyone seeming to be quite interested in the method of laying rail and the speed with which they worked. June 8th they laid the highest number of feet, 25,050 feet, between Ventura and Clear Lake. Believe this is the record of the season.

Jay Bailey, trainmen's timekeeper in the superintendent's office, took a trip to southern Minnesota during the last week in May. We understand it was a fishing trip.

Howard Lunsman, 16-year-old son of yard conductor at Mason City, and Paul Buehler, 16-year-old son of car inspector at Mason City, and Howard Schweer, 14-year-old son of engineer, were members of the Mason City High School band, who went to Tulsa, Oklahoma, May 19th in order to compete in the National Band Contest that was held there. Mason City band received first place in the State Contest and third place in the National. They were among the six bands to play in the finals at the National Contest, the other five bands being from Marion, Ind., Aurora, Ill., Joliet, Ill., and Harrison Tech and Senn High of Chicago, the Mason City band getting third place.

Eugene Chase, carload bill clerk at Mason City freight house, is passing around cigars celebrating the arrival of a son, born the last week in May.

Ray McGovern, who we haven't seen in months and months, visited the Mason City offices June 9th.

R. P. McDonell, chief clerk in the Engineering Department, spent Memorial Day at his home in Chicago.

Mrs. L. J. DeSomery and daughter, Dorothy, family of Instrumentman DeSomery, of Mason City, are spending a few weeks at the home of Mrs. DeSomery in Jackson, Miss.

Mr. and Mrs. Steve Smith are the proud parents of a baby girl, Carolyn Bea, who arrived the first week in June. Mrs. Smith was formerly Beatrice Davis, daughter of Guy Davis, Mason City.

Tim Hogan, formerly employed at Mason City, gave the offices a break by making them a visit June 7th. Tim is now working for the Rock Island at Albert Lea.

The I. & D. Division as a whole is very sorry to hear that Mr. H. R. Howard, fuel supervisor, is leaving this division. Mr. Howard has made a great many friends among the I. & D. employes and they regret that he has to leave, but extend their best wishes to him.

Mr. and Mrs. D. C. Bolton and daughter spent their vacation at Mr. Bolton's home in Savanna, Ill. On returning, Mrs. Bolton left for a visit to her home at Ottumwa.

J. A. Adams, a familiar face in these parts, made a trip to Mason City in the month of June and renewed his acquaintances. Mr. Adams has been in California since 1929. Evidently he hasn't forgotten his old friends.

Mr. E. J. Rummel, of the Union Refrigerator Transit Co., paid Mason City office a visit June 10th.

The following problem was left on teacher's desk: One Marmon eight, plus one fisherman, plus two weeks' vacation, plus 10,000 miles equal one fish (15 inches long). This is the correct answer because F. H. Dickoff worked this out himself, even if he did take three days of his vacation to do it.

Mr. S. J. Bartleson, section foreman at Spencer, passed away June 2nd, after a long illness. He was a veteran employe of this road, having a record of 41 years' service. He was foreman of the Spencer section since April, 1891. He has a brother, A. Bartleson, of Parker, S. D., who has just completed his 44th year of service with the Milwaukee.

Our sympathy is extended to Mr. Bartleson's family.

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

*Nora B. Decco*

WE are glad the very first bit of nice news to write about this month is the wedding, June tenth, in Bozeman, of Miss Cecelia Jones and Mr. Charles R. Johnson, both of Three Forks. Mrs. Johnson has for some years been one of the nursing staff of the Milwaukee Association Hospital here, and is a very popular young woman. Mr. Johnson has been for many years employed here on the R. M. Division as conductor, and is one of the most popular of the R. M. employes. They expect to make their home in our city. We offer the very best of good wishes to this happy couple.

Mrs. Davis, wife of Engineer Charles Davis, of the passenger service on this division, has just returned from a few weeks spent in St. Paul and Minneapolis visiting friends and relatives.

Engineer John Mahone, from Butte yard, helper, and Mrs. Mahone have gone to Aberdeen, South Dakota, and to St. Paul, for a few weeks' visit with home folks.

Brakeman Joe Gordon, from the east end local, is a patient in the Three Forks Hospital, where he was operated on for an infection in his leg, an old trouble, which has been causing him more or less pain for some time. This was caused by an injury several years ago and we hope after this he will soon be up and out again.

Mr. M. G. Murray, of the Butte Traffic Department, has been called to Mason City, Iowa, on account of the death of his father at that place. The division offers Mr. Murray their most sincere sympathy.

Operator J. G. Campbell and wife have returned from a short trip the last of May to Wisconsin, where they visited with home folks. Operator Nupert, from Lewistown, came over and handled the third trick very efficiently during Mr. Campbell's absence. We have a lot of good, hard crossword puzzles saved up for him next time.

Operator Smith is working a pretty steady job in Harlowton second trick, with Train Dispatcher Joiner, who is doing the extra train dispatching there and works the second trick telegraphing on the side. Since one of the operators was pulled off there, if you want the train dispatcher during the hours when there is no operator on duty, you have to talk pretty nice into the fone before he will pay any attention to you at all . . . I am getting to be an expert. L. C. S. tells me he is going to buy a new car . . . but I can't believe he is going to buy the kind he said he was, because how is he going to get into it?

Mrs. Charles Shadduck has gone to Iowa for a short visit with her relatives in and around Clinton and Lyons.

Engineer McCormick and Mrs. McCormick spent a few days over in Bozeman the first week in June, where they attended the graduation exercises of their son Francis, from Montana State College.

Mrs. Whitehead and Mrs. Workman, have returned from a quick trip to Lewistown, where they were guests of Mrs. Whitehead's sister there, Mrs. O'Dell, wife of Conductor Vic O'Dell, of that division.

Conductor Earl Wilson (who is the most pleasant passenger conductor that ever handled a Yellowstone-Three Forks-Gallatin Gateway park run), yes, we honestly mean it—all the passengers say so—and now all the rest of those conductors are angry, well, anyway, he and Mrs. Wilson have moved to Great Falls, where Mr. Wilson is conductor on a Great Falls to Harlowton train. This was due to the change in train service when the last time card came out and Nos. 18 and 17 were pulled off on this division.

Due to several positions of the division line men being pulled off, Adolph Gorsky has gone to the telegraph gang, of which Mr. Boss is foreman, now located at Regent, South Dakota. I knew when Mr. Meade came over and started moving out the Telegraph Department in the office here, he would start something, why, they even planned on taking the clock off the wall, and no doubt would have moved me out if I hadn't stopped them. I see Mr. Meade looking quite handsome in a photograph in the last issue of the Milwaukee Magazine. How do some people get their pull, I'd like to know?

Engineer John Williams has gone over to the Northern Montana (or what used to be it), to work a while. Mrs. Coffin and Mrs. Williams drove over in the Williams' car last of May.

Fireman Markel has returned from Elgin, Ill., where he attended the golden wedding celebration of his mother and father there. Mrs. Markel and Ruth went on to Columbus, Ohio, where Mrs. Markel was a delegate to the Auxiliary of the B. of L. F. and E. Convention there.

Mr. and Mrs. E. D. Mathiwson have returned home from Rochester, Minn., where Mrs. Mathiwson was a patient at the Mayo Brothers Hospital there. She reports a very successful operation and we trust will be very much improved in health now.

Conductor and Mrs. Pogreba have returned home from Kansas City, where they attended the Conductors' Convention there, and later on visited relatives in that locality. Mr. Pogreba was a delegate from the local lodge to the convention for about three weeks, and Mrs. Pogreba has a number of relatives near there.

Conductor Kilpatrick has also returned home from Houston, Texas, where he attended the convention as a delegate from the local lodge of B. of R. T.

Conductor Charles Steel has just got back to Three Forks and after a nice visit with his sisters and his father in Pittsburg, Kansas, the latter, whom he reports as in much better health than he was when he left here, and what do you think he went and did . . . got a nice new car . . . can you beat it? They will all do it but never did we expect to see him back of the steering wheel.

Mrs. Shaw, wife of Engineer Shaw, spent a few weeks in May with her relatives in St. Paul.

Operator Monthy has returned from a three weeks' vacation spent in the southeast. While he was gone the third trick was pulled off and Operator Gannon worked second until Mr. Monthy's return home.

We do not know if this is true or not, but an engineer pulling out of town the other day, looked at me with a pair of field glasses. Now, whether he honestly wanted to get a good look at me, or whether, as we heard afterward, that telegraph operators are getting so scarce on this division you have to have a pair of field glasses to find one, we are a little puzzled, and if anyone knows the answer to this one please say so.

The park trains go on, and the regular hustle and bustle will soon be with us again, but as the bulletins are not out yet, cannot say at this writing who is assigned to them—more later. They will run from the Gateway to Three Forks, to meet No. 15 and 16 this year and tie up at the Gateway. We had a small party of 25, who went down the 16th, and will have a party of about two hundred the last of the month. We all hope there is a good park business this year, as we have a good trip up the canyon and a very attractive Gateway to show the park public, so if they will come our way we will be glad to do the rest.



## Des Moines Division

*M. F.*

MISS FLORENCE FOSDICK, of Mitchell, South Dakota, spent two weeks visiting in the R. P. Edson home and with other relatives in Des Moines, the fore part of June.

Mrs. G. R. Dickman, of Los Angeles, formerly of Des Moines, was complimented by several social courtesies while in Des Moines, one of which was a 1:00 P. M. luncheon at the Grace Ransom Tea Room, given by Mrs. W. I. Jackson, and which was enjoyed by about twelve friends of the guest of honor.

A special train of U. S. Junior Chamber of Commerce delegates, attending the national convention in Des Moines, arrived at Des Moines Wednesday, June 10th, with a dining car and Olympian observation car—a good looking train.

Ray Dawson is somewhat improved at Broadlawns Tubercular Hospital, Des Moines, and will appreciate receiving a card or letter from you.

Mr. C. H. Nance, agent at Linden, is being relieved by Mr. H. Calhoun. We hope Mr. Nance is soon sufficiently recovered to resume work.

We have a busy railroad at this time between Spencer and Milford, with an extra gang of 110 men preparing the track for hauling gravel to the I. & D. Division, where 100 miles is to be ballasted this season. The Carlson Construction Company also have a spur track between Spencer and Fostoria in connection with paving in that vicinity, which is adding considerable business to that part of the line.

Paul Calhoun is relieving H. Shaw, agent at Gillett Grove.

The Milwaukee Road has the fastest time freight schedule of any line from Des Moines to Chicago—14 hours, 30 minutes. Cars leave Des Moines at 7:30 P. M. and arrive Bensenville Yard, Chicago, at 10:00 A. M.

## His Last Request

AN engineer on his death bed lay,
His life was ebbing fast away.
His friends around him close did press,
To hear the hoggers last request,
Said he before I bid adieu,
One last request I beg of you
Before I sail beyond the stars,
Just hitch me onto ninety cars,
And while upon that engine there,
Let me see how rough I can handle the air.
Let me at some water tank
Make a big hole stop and give a yank;
Just let me pull some drawbars out,
Then take my oiler by its long spout
And get down upon the ground
And take my time and oil around.
Far behind in that little old caboose,
You can hear the conductor turning loose
A few pet names as in days of yore,
We've all heard them a thousand times or more.
And when those cars with drawbars down,
I hope we have every crossing blocked in town;
And when they chain those cars together,
I just hope it will be in sloppy weather.
Just once more before I'm dead,
Let me stand that old conductor on his head;
Let me see him crawl from beneath the wreck
With a window sash wrapped around his neck.
He closed his eyes and said no more,
He was doubling the hill for the other shore.

—Selected.

## Safety Records

AGENT F. M. McPHERSON, Union Street freight house, reports that Foreman C. S. Chambers, in charge of the outbound warehouses No. 2 and No. 3 at Union Street, where an average of 81 men per day are employed, completed, on June 6th, one solid year without a lost time or reportable injury.

The Milwaukee freight shop, under Freight Shop Superintendent G. Reichart, has completed a period of six months without a reportable injury.

This is really a very fine record for a shop employing approximately 585 men, who worked during the six-months' period a total of 493,826 man hours. This accomplishment was due to the untiring efforts of not only Mr. Reichart, but Foreman H. A. Grothe, in charge of the new freight shop, Foreman C. Klug, in charge of the blacksmith shop, and Foreman A. E. Radway, of the machine shop, as well.

## Special Excursion to Washington and New York

### More Than 1,500 on Three Special Trains

ON June 13th and 14th, three special trains arrived in Chicago, from the Twin Cities; La Crosse, Wis.; Iron Mountain, Mich.; Green Bay and Chilton, Wis., over The Milwaukee Road, carrying in all over 1,500 people en route to the East for a vacation trip. The Twin Cities party, numbering over 1,200, visited Chicago, Washington, Annapolis, Philadelphia, New York and Niagara Falls.

Three hundred, traveling under the auspices of the State Teachers College Band of La Crosse, were joined in Chicago by a party of 50 from Iron Mountain, Green Bay and Chilton.


**ELECTRICAL HAZARDS**

**WHEN you make decisions pertaining to matters of linemen's safety, be sure they are based on facts. Consider the experience of utility companies in reducing hazards through the use of approved safety methods and practices.**

PRODUCTS
Line Hose
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Blanket Canisters
Rubber Gloves
Glove Containers
Linemen's Coats
Linemen's Sleeves
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Switchboard Matting
Insulating Stools
P. B. Paint Pots
Rubber Joint Bandage
Tool Bags

**YOU will find that back of the most successful accident prevention plans, Salisbury's rubber protective devices hold a prominent position.**

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**401 N. Morgan St. Chicago, Ill.**



CONTINENTAL CASUALTY COMPANY

'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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PROTECTION—WHY WAIT? GET IT NOW!

W. G. Corbett

## Some Human Factors that Cause Accidents

**W. G. Corbett, General Machine Foreman**
**Milwaukee Shops**

BEFORE attempting to prepare a paper I have reviewed carefully previous papers presented. Previous papers have conclusively shown that the installation of safety devices, the organization of safety committees and the co-operation of management and men are effective methods of accident prevention. Remarkable results have been accomplished, but there is still much to do.

Recent surveys show that 90 per cent of our accidents are due to man failure. Too many of us think that safety work consists of providing guards for machines and then telling our fellow-workers how bad it is to have an accident. Workers do not want to be careless or negligent nor do they want to get hurt. There is something in their make-up that causes them to be careless and negligent. If this cause can be discovered and then removed, a new goal can be reached in the accident prevention work. In order to get at the bottom of man-failure accidents, a study of human behavior must be made. Psychology is a study of human behavior; foremen are the key men in safety work; and so foremen will have to become psychologists.

Here are a few of the human factors that cause accidents, that I will briefly discuss:

(a) Emotional difficulties.
(b) Lack of ability.
(c) Lack of training.
(d) Too great ability for the job.
(e) Physical conditions.
(f) Work habits.

### Emotional Difficulties

A pleasant feeling causes a man to do good work. A feeling of fear or rage in the extreme cases, causes a man to commit crime. Persistent emotional states of fear or rage distract attention and cause a man to be careless or negligent. Worry at home, either family or financial, fear of losing the job, or poor relations between foreman and worker, produce emotions that are accident hazards. An understanding of those human factors will do much to reduce accidents.

### Lack of Ability

It is difficult to estimate how many accidents are due to lack of ability. If a person is placed on a job that is too difficult for him to grasp, even with proper training, he becomes a risk, for a slight mistake or error may result in disastrous consequences. An understanding of each man's ability will do much to place a man at work where he will not be an accident liability.

### Lack of Training

Although a person may have good ability, if he is placed on a job without the proper training, he is not a safe man. Asking a man to read a book of safety rules is certainly a good example of lack of training. Men must be taught safety. A book of rules is worthless unless a definite training program is followed to be sure that each man understands and can apply the rules. An occasional check-up on safety instructions is also necessary to see that men retain the instructions given.

### Too Great Ability for the Job

A person cannot be satisfied or attentive to his work if the job calls for considerably less ability than the man possesses. He is apt to day dream and let his mind wander, which makes such a man susceptible to accident. Here, again, the foreman can do much to place men where they will not have accidents if each man's human behavior is recognized.

### Physical Conditions

A worker who is suffering from a physical ailment, even though it be slight, has his efficiency lowered, and from a safety point of view is a hazard. Athletes are expected to be in perfect physical condition in order to do good work. A bit of educational work along this line by our Medical Department would help in this matter.

### Work Habits

Many men have habits that cause accidents. I know of a case where a man has the habit of putting his hand on the guard of the back gears of a lathe. While the lathe was making a cut the worker would rest this way. One day the guard was removed for repairs. The worker was told about it, but the habit was stronger than memory, and the man lost two fingers. Many workers have little habits that sooner or later will cause an accident. Foremen should be on the lookout for unsafe habits. Workers never know or realize that they have these habits.

### Conclusion

I have only briefly covered this phase of accident prevention, but I believe in time to come we will have to turn our attention to human behavior to further reduce accidents. Some companies have established accident clinics composed of psychologists and members of the medical profession. These clinics made a study of accident-prone-men and have been able to show a great reduction in the frequency of accidents.

## The Slogan, Safety First

**G. J. Ellis, Local Storekeeper, Deer Lodge, Montana**

WE have all seen or rather heard many slogans come into general usage. They are popular for a short time and then pass out of existence, but there is one slogan which apparently has not only come to stay but is growing by leaps and bounds daily, in both force and meaning. I refer to the slogan "Safety First." I have often wondered if the man or group of men who originated "Safety First" had any idea as to the magnitude to which Safety First would grow. At first it appeared before a small group of men who realized the general menace of accidents to humanity. Now you hear about it wherever you go, and read of Safety First movements in almost any paper or magazine of any consequence that you pick up.

Self-preservation is now and always will be one of the first laws of nature. From time beyond recall man has tried to practise self-preservation to the best of his ability. As I see it, the Safety First movement is nothing more or less than the natural outcome of self-preservation. From the idea of taking care of one's self has grown the idea of helping to take care of one's fellow man, to aid and assist him in his endeavor toward self-preservation. I do not believe that there is a man today, who, if he saw a fellow worker in actual danger but would warn him or go to his relief, if there was a greater probability of saving his life than of losing his own, and consider it part of the day's work. Why not go further in this good work and try to help each other to avoid the small or so-called minor injuries? While these minor injuries may not terminate in a fatality or even in a lost-time injury, the person who is on the receiving end of such an injury suffers something at least. None of us want to suffer in the least degree, and I don't believe that we want to see the other man suffer. A careless or lazy workman will leave a piece of wood or iron projecting from a bench or rack, we bump into it, get a little bruise or scratch, give the unknown offender a good cussing out, mentally or orally, and go on about our work. I wonder if we take time to correct the bad condition then, or figure on doing so later when we have time. Chances are that the original offender figures on doing the same thing. Let's fix the small defects NOW, then we know that it will be done.

Above all things, let us be safety-minded at all times, always remembering that it is much easier to find fault with the other man than it is to see and correct one's own faults.

### HOUSEHOLD HINT

To remove ink stains from rugs get a large copper kettle, with diameter of not less than three and three-quarters inches. In it place the rug, together with one can of lye (opened), a quart of household or drug store ammonia, two bars of soap and about a pint of muriatic acid. Boil thoroughly for nine hours. At the end of that time if ink stain has not disappeared send rug to cleaners.

P. S. If rug is not valuable throw it away and save trouble.

P. S. No. 2. If rug is valuable avoid getting ink stains on it.



## Milwaukee Railroad Women's Club

(Continued from page 24)

### Harlowton Chapter

*Ora Halverson, Historian*

OUR regular meeting was held on April 13, and after the business of the day, bridge was played and refreshments were served.

The Social committee put on a radio party, which was enjoyed by all.

The Sunshine committee made seven personal calls, sent five cards and spent $2.55.

Friday evening, April 17th, all our members met at the club house and had a handkerchief shower for Mrs. J. L. Buckley, our president, as Mr. Buckley is being transferred to Tacoma, Wash. We all regret very much to see Mr. and Mrs. Buckley leave, but wish them both success in their new location.

Mrs. J. Mooney will be our new president.

### Miles City Chapter

*Mrs. Millie Wise, Historian*

THE last meeting for this spring was held May 22nd, with a good attendance. Mrs. J. A. Johnson, chairman, Sunshine committee, reported sick call, 10; 2 in hospital, telephone calls, 15.

One of our charges, a paralytic, has been removed from the hospital to the county farm and seems so much happier, as he can watch the Milwaukee trains go by and which helps to pass many long, weary hours, he said.

At the last special meeting of chairmen it was voted to send 6 girls to the Sunshine Camp, and for these girls we had to buy or collect 3 blankets, towels, shoes, dresses, overalls, nightgowns, handkerchiefs, wash cloths and hats, all of which were donated.

Mrs. J. A. Johnson, Sunshine chairman, is again in charge of the Sunshine Camp.

A delightful program was rendered, the first two numbers were xylophone solos by Hilda Hiers, with June Dominy at the piano. Marjorie Mawley and Betty Bright rendered a duet. Imogene Ritchie rendered a piano solo. Betty Baker danced the "Dance Militaire," accompanied by Jean Luedeberg.

Light refreshments were served by the Mrs. A. L. Lockey, A. B. Running, T. A. Dodge, and O. E. Blake.

### Bensenville Chapter

*Ethel Brakke, Historian*

BENSENVILLE CHAPTER entertained at the club house in honor of Mrs. C. E. Elliott, who has now left for her new home in Milwaukee. The afternoon was spent playing bridge and five hundred.

We have a new club baby, a girl, at the home of Mr. and Mrs. Harry Miller.

The chapter met on June 3rd and the regular business was conducted by the president, Mrs. Tonning.

As this was the last meeting for the summer months the annual picnic was planned for July 9th. It will be a 5 o'clock (daylight saving time) supper at the club house and lawn. As this is so convenient, every club member and family ought to be out for the lunch and the evening.

Card parties were also planned for the summer months, the first one to be held on Thursday evening, June 18, at the club house. These will be conducted by the Ways and Means chairman, Mrs. O'Keefe.

In appreciation of her services as librarian for the past year, the ladies of the club presented Mrs. Freda Knowles with a beautitul set of stemware.

Mrs. Bodenberger reported sixty-five members to have paid their 1931 dues.

After the meeting Mrs. Capoot, program chairman, assisted by Mrs. Harney, conducted a tune tangle contest which everyone enjoyed immensely.

### Ottumwa Chapter

*Mrs. Perry Grubbs, Historian*

OUR president, Mrs. Nee, called a meeting of the board on Wednesday evening, May 6th, twelve members being present. They planned ways of raising money to nelp the needy families. Many good plans were worked out.

On Friday, May 8th, a 10 o'clock luncheon was given in the club rooms, honoring Mrs. Givens, our former trainmaster's wife, who is to move away. A fine time was had by all and Mrs. Givens was presented a gift by the club.

The meeting was called to order when the luncheon was over. Mrs. Nee, our new president, brought up everything concerning the welfare of the club. We had an excellent report on the Sunshine work being done. Each committee gave a report on the work they had accomplished. After the meeting a social hour was spent together.

On Friday, May 22nd, a benefit card party was given in the club rooms, with about 14 tables in play.

The Ways and Means committee sponsored a dance at Mile-O-Wa, May 21, which was a huge success. Jack Bowbly and his troubadors furnished the music.

### Sioux City Chapter

*Mrs. Ben Rose, Historian*

THE usual pot luck supper and entertainment of our club was abandoned, and only a brief business meeting was held in May,

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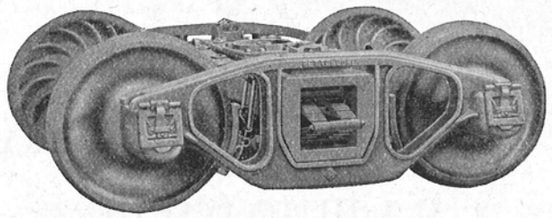

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owing to the fatal accident which befell the husband of our first vice-president, Mrs. Mark Landon.

The committee for the annual charity ball reported the addition of $100.00 to our treasury, which was greatly appreciated, not only by the Welfare committee, but the whole chapter, as we are constantly receiving calls for relief work among our unfortunate families.

June 16, is the date of the annual board picnic to their co-chairmen.

The annual division picnic will be held August 2nd, at Riverside Park. Details will be announced later.

The annual membership fees for the ensuing year are gradually coming in. This is a matter that should be of vital interest to everyone in service. Those who have had the experience are fully aware that it isn't our friendship nor our study clubs, much as we enjoy them, nor the churches, nor our membership in the various outside affiliations, but it is from the organizations whose memberships comprise the men and women connected with the C. M. St. P. and P. who put their shoulder to the wheel financially and comfort us in times of trouble. Ladies, $1.00; gentlemen, 25 cents and up. Step up to the secretary and do your duty.

## Aberdeen Chapter

*G. Reuland, Historian*

ABERDEEN CHAPTER met Monday, May 18th, with seventy-five ladies present. The meeting was preceded by music furnished by the high school band. A trio of girls also did several entertaining tap dances. The treasurer reported a balance of $635.00 at the close of April. Applause greeted this report as we feel in present conditions this is a very creditable showing. Our membership has already reached the 600 mark, for which we have been striving, and our membership committee assured us they are only beginning.

Mrs. Soike, Ways and Means chairman, explained the offer of the railroad officials to give the use of any vacant property belonging to the railroad for the use of our unemployed for gardens. They will also see that it is plowed, and the club will furnish seeds where necessary. Mrs. Soike also asked that anyone having flowers to donate for our sick, to please phone her and she would call for same. Mrs. Soike reported forty telephone calls and thirty personal calls since our last meeting. Our corresponding secretary sent thirteen cards during the past month. Mrs. Gillick reported a balance of $42.60 cleared from our bridge luncheon. Mrs. Gillick then gave a short talk on one of the ways in which the Milwaukee women can aid in bringing prosperity back to the railroads, namely, when doing our purchasing to inquire as to whether the man to whom we are paying our money is patronizing the railroads. It seems only good business to patronize the man who is supporting the railroads—our means of livelihood

Outing flannel was given to the ladies to make little clothes for our twin girls in the hospital. With the singing of several club songs the meeting was adjourned.

## St. Maries Chapter

*Mrs. Chas. J. Leonard, Historian*

THE May meeting was held the 18th at the club house, with 15 members present. Our president, Mrs. Mickelson, read communications from Mrs. Byram in regard to increasing the fund for relief work in local chapters, and a request from chapters for clothing for future relief work.

The chairman of the scholarship fund, Mrs. Simms, reported a card party given in the club house adding quite a little more to this fund for relief work. Plans have been made to continue work this summer to provide more money for this fund. The chapter decided to discontinue meetings during the months of June, July and August.

The new officers served a most delicious lunch. Games were played, Mrs. Burt and Mrs. Terry winning honors.

## Ladd Chapter

*Mabel Sabotini, Historian*

LADD CHAPTER held its regular monthly meeting May 6th. The following officers were installed: president, Mrs. Chas. Taggart; first vice-president, Mrs. Claude Murray; second vice-president, Mrs. Jacob Marietti; secretary, Mrs. James Valazano; treasurer, Mrs. Chas. Conway; historian, Mrs. Mabel Sabatini.

The following committees were appointed: Mutual Benefit, Mrs. Dave Jones, Mrs. Thos. Ingram and Mrs. Frank Smith; Membership, Mrs. Geo. Plym, Mrs. Tony Grevetti, Mrs. Wm. Morgan; Ways and Means, Miss Frances Truchetti, Miss Victoria Roman, Mrs. E. J. Cass, Mrs. Walter Hight, Mrs. Jas Valazano, Mrs. J. Marrietti, Mrs. J. Hill and Mrs. R. Wolfe; Social, Mrs. Oscar Kaey, Mrs. Harald Ferris, Mrs. Chas. Conway; Purchasing, Mrs. N. Ziel, Mrs. Chas. Kuhl, Mrs. H. Dwyer; Sunshine, Mrs. Geo. Lunn, Mrs. Claude Murray, Mrs. K. Nellis; Auditing, Mrs. James Bishop, Mrs. C. W. Hansen, Mrs. F. L. Blake, Mrs. Mabel Sabatini; Constitution and By-Laws, Mrs. Ray Johnson, Mrs. Edward Higgins, Mrs. Robt. Carruthers.

After the business meeting the afternoon was spent in a social way.

## Seattle Chapter

SEATTLE CHAPTER held its regular meeting April 16th, at the club rooms.

Interesting reports of the various chairmen were read. The Sunshine committee reported five gifts of fruit, flowers and magazines, eight personal calls, thirteen telephone calls and eighteen letters and cards for the month of March.

The chairmen of the Relief committee reported a number of gifts of clothing and food and the work in other ways well taken care of.

Our chapter completed its quota of books and magazines to the Marine Library Association with several books left over for the coming year. It might be of interest to know these books all carry our Milwaukee Railway Women's Club stamp inside their covers. These libraries are sometimes transferred from ship to ship, being at sea some months before returning ashore.

On the 30th of March a number of our members drove to Tacoma to visit the Tacoma Chapter. The Tacoma Chapter returned our visit at this meeting. We are always glad to welcome them.

The Membership committee announced an entertainment for April 30, 1931, at the depot, in compliment to our membership drive at which no charge is to be made.

After the meeting adjourned, cards were played, our visitors carrying home first prize in bridge.

**Program, April 30, 1931**

Piano Solo .....Miss Barbara Barkley
Address of Welcome .....
.....President Mrs. Muelhausen
Solo .....Mr. E. H. Blake
Accompanied by Mrs. Mourier
Toe Dance .....Miss Orphan
Reading .....Miss Booker
Solo .....Mr. W. W. Dow
Accompanied by Miss Robinson

Short talks by Messrs. H. B. Earling, C. H. Buford, Joshua Green, F. N. Hicks, F. E. Devlin.

Several stunts caused much merriment, after which we proceeded to the club room for lunch. Cards and dancing completed the evening. The music for dancing was furnished by Mr. O'Neil's Orchestra.

Our chapter met at the club rooms May 21, 1931, for its regular meeting. Due to the fact that some of the girls can not stay until the end of the meeting, our program was held directly after the lunch had been served. The program this month was in memoriam for all of our "Milwaukee Loved Ones." A beautiful poem was read by the president, Mrs. Muehlhausen. Mr. Carmichel sang two tenor solos, accompanied by Miss Forbes.

The meeting was then called to order, the reports of the committees were read. The Sunshine chairman reported 12 personal calls, 14 telephone calls, 20 cards and letters. Our sick members were well remembered with flowers, as all of our gardens are in bloom. Congratulations were sent to Mr. and Mrs. Guest, daughter of Mrs. E. H. Barrett, and to Mr. and Mrs. R. V. Cummingson, on the birth of daughters.

The relief work includes medical treatments for the wife of one of our employes. The chairman of this committee being absent no full report was received.

255 telephone calls and 70 cards were sent by the telephone committee. These calls are to members to notify them of various meetings, entertainments, etc.

The annual picnic date has been set for July 25, 1931, the last Saturday in July, to be held in lower Woodland Park.

The club extends sympathy and condolence to Mr. and Mrs. F. N. Hicks; to Mrs. F. Cosper, and to Mrs. J. C. Hennessy.

## Milwaukee Chapter

*Mrs. J. D. Thurber, Historian*

THE regular monthly meeting on Monday, May 18, 1931, was well attended regardless of the rainy weather.

Mrs. Telfer, membership chairman, announced a paid-up membership of 181 for April, which is the first month of the new year.

Mrs. Graf, Welfare chairman, was absent account of sickness, and we sincerely hope she will be able to be with us at our June meeting. Her report was given by our president, Mrs. Cary, who stated that out of nine welfare cases which we have been taking care of by paying the rent, gas bills, food, etc., two of them will be self-sustaining in the very near future. We are going to pay $25 towards hospital expenses of one of our welfare families, account arrival of a new baby.

Mrs. Knoll announced that we had an attendance of 596 at our annual card party and dance at the Auditorium, on May 2nd, which will give us a net profit of about $215.00. We are very grateful to all those who bought tickets and donated towards the prizes. The door prize, a five dollar gold piece, was won by Mr. Freemont Schunck, the husband of our corresponding secretary, Sylvia Schunck. Mr. Schunck is an employe of the Telegraph Department.

Mrs. Kaiser, Sunshine chairman, reported sending cards of cheer to several of our shut-in members, and also calling them up on the phone.

Mrs. Lohf, Ways and Means chairman, announced that a card party will be given Thursday, May 21, 1931, at 2:00 P. M., at the Roundy Food Studio, who will donate a door prize and also a prize for each table, consisting of one of their food products. This party will net us about $18.20, which will be used for welfare purposes.

At the close of the meeting we were entertained by four pupils of the Vera Heink School of Dancing with tap and acrobatic dances, after which refreshments were served by our Social chairman, Mrs. Armstrong, and her committee.

## Green Bay Chapter

*Mrs. Charles Heyrman*

GREEN BAY CHAPTER enjoyed a delightful social occasion May 19th, at the club rooms. It was guest day and a nice crowd spent the afternoon playing cards. Delicious refreshments were served by Mrs. Leighton Stiekler and committee.

Saturday evening, May 23rd, a complimentary party was given for employes of the road. It was sponsored by Mrs. Glen Jones and a committee. Cards were played and prizes awarded. Refreshments were served and all reported a fine time.

Thursday evening, May 4th, we held our regular business meeting, President Mrs. Thos. McLean, presiding.

Plans were made for the annual picnic to be held Saturday, June 27th, at Bay Beach. All employes of the road are invited. Committees were appointed to take charge of the various games and amusements. The children as well as the grown-ups look forward to this event, as we always have a good time.

Reports were given by the chairmen and all reported splendid results.

It was decided to dispense with all meetings during the month of July and August.

After the business session Mrs. Charles Allan, program chairman, presented an interesting program. Miss Florence Gotto rendered several solos, Betty Jane Clark gave a reading, Jack Allan and Loyal Hada sang songs, dressed in costumes. Mrs. Glen Jones accompanied at the piano. A social hour and refreshments followed.

## Mason City Chapter

*Mrs. J. A. Nelson, Historian*

MASON CITY CHAPTER met in the club rooms on Tuesday evening, May 26th, the different chairmen reporting. Mrs. Henry Smith reported much done in the Mutual Benefit work with the distribution of old clothing, and also canned goods so kindly given her by Mrs. Vaughn. Mrs. Walter


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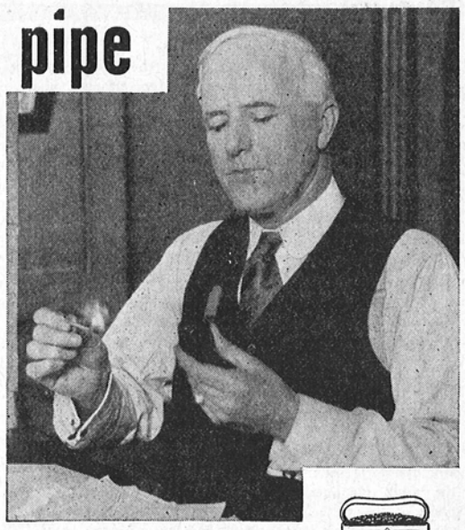

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For Sale—Chinchilla and Flemish giant rabbits. Some black Flemish giants. One dollar each. Address Marlow N. Stotts, Perry, Iowa.

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.

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—$35.00 buys my No. 2 Adams motor car. It is newly painted and in perfect running order. A real bargain at double the price. Address F. B. Losey, Pingree Grove, Ilinois.

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 or Exchange—154 acres unimproved cut-over land; about 12 acres have been cleared. Four miles from Lewiston, Mich., Montmorency County. West Twin Lake summer resort only 4 miles. Address R. H. Bothmer, Agent, C. M. St. P. & P. R. R., Brownsville, Minn.

For Sale—Oakridge Cemetery lot, 181, section 2; one of the main entrance lots, at a bargain. Oliver A. Coltrin, 716 N. Lake Ave., Miles City, Mont.

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.

For Sale—Two choice cemetery lots, located in Beverly Cemetery, Chicago. Finest of locations. Will sell cheap. Address L. A. Dunlop, Stewart, Minn.

For Sale—Mont Red Cedar Products—Lamps, smoking stands, card players' novelties; cribbage boards, red cedar, $1.50 postpaid; inlaid cribbage boards, walnut, maple and cedar, $3.00 postpaid.—Address C. C. Field, 804 California Avenue, Deer Lodge, Montana.

Caffney read a report of revision on the Constitution and By1Laws. Mrs. Meuweissen gave the membership report for May as 46 contributing and 41 voting members. Mrs. Ingraham and Mrs. German gave suggestions for the Ways and Means to raise money. It was voted to start three food baskets and sell to neighbors. The Sunshine committee reported much work done also. The meeting was then turned over to the program chairman, who introduced Mr. Cress, Mason City's sheriff, as speaker. Then Miss Lillian Bond gave a tap dance, accompanied at the piano by Mrs. H. C. Hynds. A social hour followed.

## Mitchell Chapter

MITCHELL CHAPTER met May 18th, with all the new officers present, Mrs. J. G. West, our re-elected president, in charge.

At least one hundred and fifty "Milwaukeeans" were present to witness a play in which the men, masquerading as women, took the parts. We were delightfully entertained and surprised that so much talent had been hidden all these years. Mrs. Robert Paullin, our Social chairman, surely put the play over in a big way and we can be assured that it is but a forerunner of what promises to be an interesting year along this particular line. With the talent we have among the children of our members also, there is much to draw from.

After the play a couple of hours' dancing was enjoyed. Doughnuts and coffee were served late in the evening.

Plans for a picnic were discussed and as the idea met with instant approval the date was set near our regular June meeting date, and we may be pictured at one of our attractive parks, partaking of the delectable viands prepared as only tried and true cooks such as we have can prepare.

The picnic will wind up affairs for the summer, except our Welfare chairman, Mrs. Findley, who will be on the job for such emergency calls as come to her notice. We are very fortunate in having Mrs. Findley in this office, with her kind, unobtrusive way of doing things. And after all, it is the main object of our club to help the unfortunate of the Milwaukee family, who through no fault of their own, have found conditions too difficult to face alone.

If the Milwaukee Women's Club has accomplished this feeling of kindly co-operation, and I feel that it has, I think the dream of our Mrs. Byram has been, at least partly, realized.

## Perry Chapter

*Mrs. John Heinzelman, Historian*

OUR spring meetings have been interesting and well attended. The April meeting was a business session only, and the most important part was the completion of plans for a rummage sale on the 18th of the month, which proved a success.

The May meeting called the members together for a pot luck luncheon. It brought a good attendance and gave much pleasure. The Ways and Means committee sponsored a benefit bridge party on the 15th of May. This gave a neat sum to the treasury also.

The June meeting was a 1:00 o'clock luncheon, served by the Loyal Ladies of the Christian Church, and was intended to be a stimulant for the membership drive in the Perry Chapter.

Places were arranged for 98 members, and a delicious, three-course luncheon was served. The setting was lovely and the party greatly enjoyed.

A short program of music by the Perry Violin Ensemble, two vocal solos by Mrs. Ralph Hartman, and an illustrated reading, entitled "A Marriage Failure," by Mrs. Thos. Rellihan and her cast. The skit was a very clever one and well given.

One of the most gratifying features of the affair was that a lot of Milwaukee people who have never been members, have enrolled during this campaign, and some of the older members who have never taken any part in the social activities were present.

Singing the club songs and repeating the club motto brought a very pleasant afternoon to a close.

Our committees are all very busy and gave splendid reports at all meetings.

## Tacoma Chapter

*Mrs. Charles M. Slightam, Historian*

TACOMA CHAPTER met in regular session Monday, May 25th, with Mrs. Loomis presiding.

On Monday, May 9th, a rummage sale was held, from which $37.20 was cleared. Mrs. Hatch was in charge.

Mrs. Schmidt reported that she had made forty personal calls, also thirteen telephone calls.

Mrs. Trout, our Benevolent chairman, reported that $35.05 had been expended for financial aid to needy families; also that clothing valued at $7.50 had been distributed by the club.

Good news has been received from Mrs. Rasmussen, chairman of the sewing committee, that they had finished quilting a quilt and are working hard on the second one.

$9.25 was cleared on a luncheon-bridge given at the home of Mrs. Pyette, on May 18th.



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