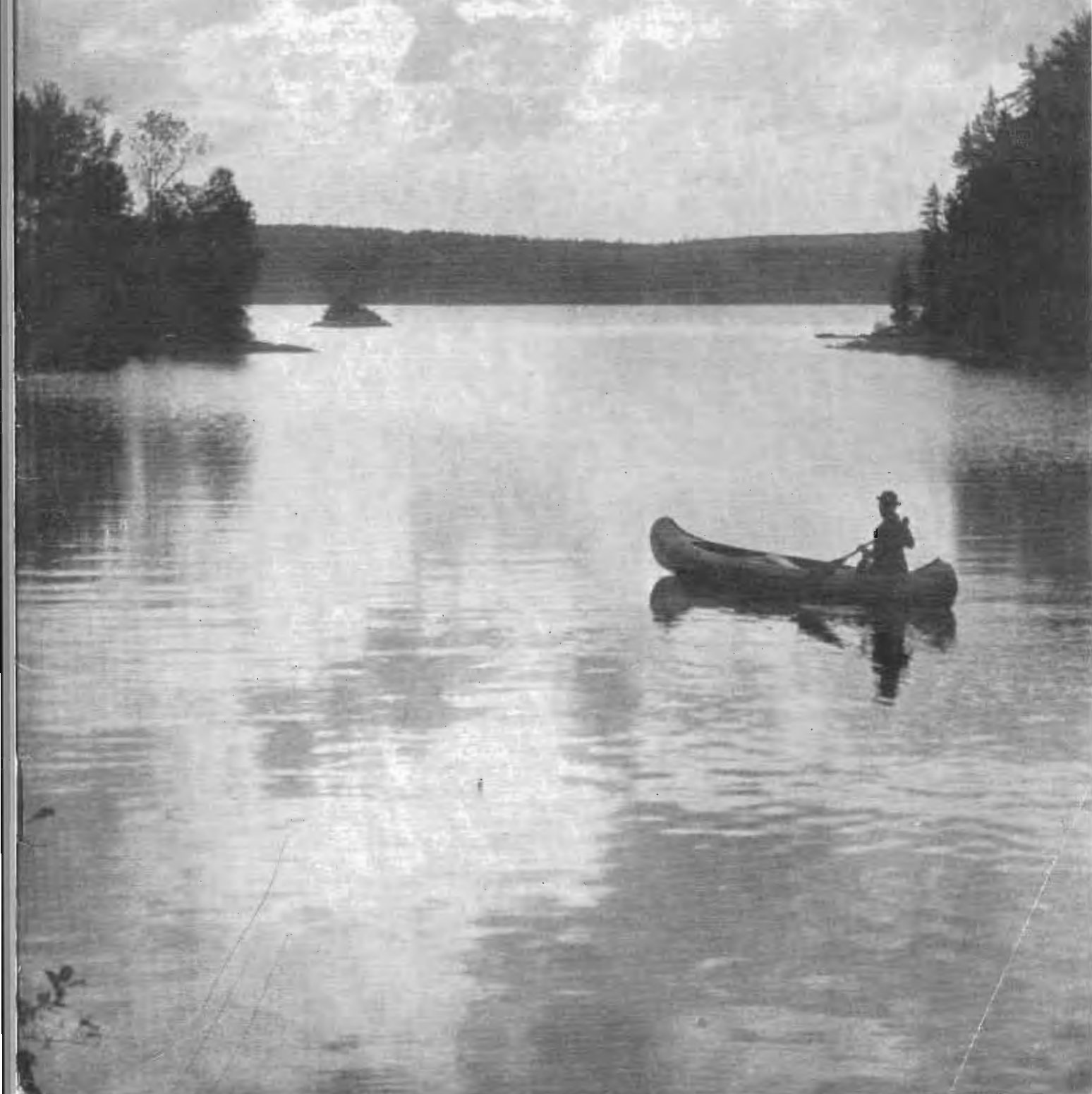


The
**MILWAUKEE
MAGAZINE**

JULY, 1929





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—coursing the valleys of rushing waters whose force eventually moves its wheels;

—emerging from tunneled mountains that once seemed insuperable barriers;

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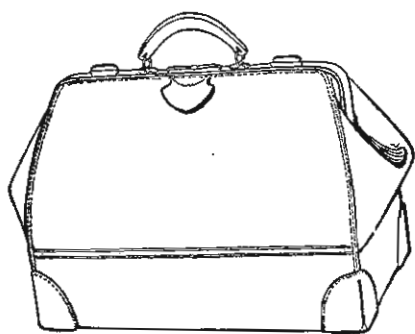
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Head of the Lakes

THE territory included in the district which the business world names "Head of the Lakes," is interesting and comprehensive. It is one of the busiest districts on the North American Continent, for in its wide sweep it serves land and water, the surface of the earth and its underground riches. To its ports come the largest and finest "freighters" which sail The Great Lakes, and meeting them on their wonderful docks are the great trunk line railroads of the Northwest.

One does not need to have acquired a knowledge of the intricacies of commerce and transportation to find the Duluth-Superior Harbor and its activities an intriguing story; but if one has an instinct for the busy life, and a seeing eye for the development of great natural resources from a primitive state to a high degree of cultivation, the story means more, and the picture this wonderful harbor and its terminal facilities present has a greater value.

If you know your map, you will recall the extreme western tip of Lake Superior where the south shore comes in to meet the grandly curving circle of the northwest boundary, and just at the tip on the Minnesota shore lies Duluth, while across Superior Bay is West Superior, Wisconsin, with the Duluth-Superior Harbor between, landlocked behind Minnesota Point, a seven-mile-long sand-spit extending from the Minnesota shore nearly across to the opposite side of the bay. A natural opening is left by the termination of Minnesota Point, and in olden days that was the one means of entrance and egress to and from the peaceful waters of the harbor. On its outer littoral the pounding "combers" of the great lake break with all their majesty, while on its inner shore line, even though the waves outside ride "mountain high," there is always serenity and a peaceful haven.

It would be hard to imagine a more perfect situation for a world's commerce, and throughout the years since white men came on exploration, evangelization and trade this location and this harbor have been an objective of their journeyings.

Here in 1679 came Daniel Grayson, Sieur Duluth, for whom the city was named and who was one of the "discoverers." In 1792 the Northwest Fur Trading Company established a trading post on the outer bay; in 1817 the American Fur Company, controlled by John Jacob Astor set up a trading post on the St. Louis River, which empties into Superior Bay at this point; and thus little by little, Head of the Lakes acquired commercial importance. In 1856 the town of Duluth was platted, and incorporated as a city in 1870. In 1871 a government ship canal on the Duluth side was cut through Minnesota Point, which is now the regular entrance to the harbor, and through its inviting gateway passes a lake and rail tonnage that is second only to that of the great port of New York.

Comparison of the principal ports of the United States by the chief of engineers, U. S. Army for one calendar year, giving the relative standing of the largest eight, based on total tonnage arriving and departing, places New York first and Duluth-Superior Harbor second. This being "official" it may be understood that there is nothing flamboyant in the statement. It is also, officially, the largest fresh water port in the world. Quite some distinction.

This is a story concerned mainly with freight traffic, for that is the main interest The Milwaukee has in the remarkable Head of the Lakes business. We are the latest entrant into the rail terminals of this district. We operate on joint tracks, using our own equipment, power and crews between the Twin Cities and

million tons; in 1928 over ten million tons.

Another item of great importance in westbound lake-and-rail traffic are the automobile shipments. Receipts at Duluth by boat this year, to date, number 11,300, all destined for points as far west as Seattle and Tacoma. It would seem that every boat except the coal and ore carriers making this port has its quota of automobiles to unload at the Terminal Docks which during the unloading, look like super-sized motor warehouses, with the long lines of glittering surfaces and shiny tops, inside and outside the buildings, even to the roof. To finish with figures for the present, let us just glance at the butter shipments of the past year, totaling 112,230,720 pounds; the eggs numbering 146,440 cases. The iron ore



General Agent Edward Mathern and His Staff: Left to right—Sitting, C. Harris, T. F. A.; Mr. Mathern; P. F. Gehrig, C. F. A.; Standing, S. P. Elmshie, C. F. A.; Ira J. Gilbert, Stenographer; Luke Walla, T. Car Agent; George W. Larson, Chief Clerk.

the Yards in Duluth. Our warehouses and freight depots are in joint occupation with the other Trans-Continental Lines, and since our entry into this particular district, Milwaukee service has been received with great favor. There is a heavy tonnage in both directions, eastward come the products of the great "Inland Empires" of the West. Grain, wool, dairy and poultry products, lumber, fruit and the many other commodities of which the limitless resources of the mountain and prairie states are noted producers.

Westward the heaviest tonnage is the coal shipment, amounting to millions of tons per year. The coal is brought in during the summer months by water, stored on the mammoth coal docks of the harbor, and re-shipped by rail westward during the fall and winter months.

By way of showing the growing importance of Head of the Lakes commerce, may be cited the increase of grain shipments through Duluth-Superior Harbor since 1900. In that year the shipment of this commodity was 43,736,558 bushels; in 1928 it was 148,027,184 bushels. Duluth is the third largest grain market in the United States and stands in the front rank in the amount of coal receipts, which in 1900 were something over two

shipments, which, of course, are one of the foundations of the Duluth-Superior Harbor wealth are brought in from the great mineral ranges of the north country and are shipped out from huge ore docks, by water to eastern ports.

The foregoing gives in a measure an idea of what interest The Milwaukee Road has in the business of this important region, and now let us drive up on the handsome ridge boulevard where we can get a grand panoramic picture of the cities on west and east shores, of the harbor with all its activities; and out beyond on the far horizon the shimmering, silvery waters of the great lake.

Duluth lies along the west and south shores of the bays and river comprising the harbor. It is mostly all long and very little wide, having a total length, it is said, of about twenty-four miles, and not more than three miles of width at its very widest point. It rises from the water-side in a series of terraced hills, and its cross-town streets have an ascent that requires a considerable horse-power to negotiate the grade. The hills are forest draped, hung with lovely streams, and winding roads swing from slope to slope until the ridge is reached where the great picture of metropolis, harbor and lake

spreads away beneath. In the immediate foreground is a handsome modern city teeming with life and thrilling with the activities of industry. The harbor is a wonderful sight with its great ore and coal docks, loading and unloading the boats that lie at their anchorage; the long lines of ore trains trundling out from the hills onto the docks; the various other shipping making the harbor through the canal; the railroad terminals and all their varied activities; the industries and commercial institutions, skyscraper buildings, and rising on the hillside the homes and accessories of home life.

And on the opposite shore is the sister city of West Superior, Wisconsin.

In the harbor picture, Minnesota Point is the dominating scenic feature, when one stops to think that because of it, here in the wonderful north country is the finest fresh water harbor in the world. The Point, which nature intended to be a peninsula, became an island when the ship canal was cut through, severing it from the Minnesota shore. It is, however, connected to Duluth and the mainland of Minnesota by a so-called aerial bridge, which is one of the unique features of the city. It is the only one of its kind in the United States and one of two of its kind in the world. It moves across the channel by means of cables supported on a steel framework 135 feet high, 400 feet long and 30 feet wide. Its "chassis" supports a carriage capable of accommodating six autos and a goodly number of passengers beside. It makes a round trip every fifteen minutes. It is one of the sights of the city and one of the accepted "stunts" to take a ride across to the Point. The Point is a favorite summer abode for people who like to get out where they can hear the breakers roll. It is also popular as a picnic resort.

It would not be possible for a stranger to count up the number of docks and dockage facilities of this great harbor, as they seem to stretch in limitless array; but there are, serving the Duluth Harbor port, 43 wharves handling package and bulk cargoes; 28 grain elevators with a storage capacity of 28,825,000 bushels; 22 coal docks with a storage capacity of 12,060,000 tons; nine ore docks capable of storing 960,000 tons of iron ore; one cement elevator with a capacity of 114,000 barrels.

While it is probable that with the growth of the inland northwest and the development of its tremendous resources, the Duluth-Superior Harbor would have risen to a high eminence, its phenomenal strides on the upward way may be attributed to the discovery of iron ore in the hills of the back country. The first ore deposits were discovered in 1875; in 1890 the great Missabe Range was found, and later the Cuyana Range. Much of the ore is handled in Duluth, and much of it is also used in the great Minnesota Steel plant, of which more, later.

Duluth is also an industrial center of importance, its products going out over the railroad to western markets. Included in the list of its manufacturing are: iron, steel, wire and wire materials, sheet metal, nails, wood products, cabinet fixtures of all kinds, show cases, woolen goods, linens and linen rugs, matches, carbide, cement, flour, meats, hardware, tools, cereals and others.

Duluth is a city of approximately 120,000 people. Its history is interesting, for, as said previously, it came into existence as a fur trading post in a



Harbor Entrance, Duluth in Background



Railroad Yards and Terminal Dock



Loading Grain at a Duluth Elevator

small way in 1792. In 1817 an important post of the Northwest Fur Company was established on the banks of the St. Louis River at Fond du Lac, now a suburb of Duluth. Duluth was platted for a real town in 1856 and was incorporated the following year. In 1860 the population was 60. In 1870 it had progressed

bravely, counting something over 3,000. In 1890 there were ten times that many, and in 1900, 52,960; from which time it has grown with great vigor and now claims the first quoted number. The discovery of iron ore in the country north of Duluth was the moving factor in the remarkable increase of population.



The Aerial Bridge



One of Duluth's Modern Hotels



Street Scene in Duluth



St. Louis Bay and River
from the Air



Looking Down on City, Harbor and Minnesota Point from the Boulevard

The situation of Duluth not only contributes to the commercial, industrial and traffic importance of the city, but makes a handsome setting for this Gem of the North Country. Someone, once in a burst of flowery oratory named Duluth "The Zenith City of the Unsalted Seas," and the fitting appellation has remained. Everywhere are charming vistas of bay and river and the great lake, with a background of forest clad hills that abound in streams which tumble and rush down the steep slopes. In planning their City Beautiful, the Duluth people have not disturbed the natural attractions, and their parks and playgrounds are placed where nature is most smiling and alluring.

Duluth has several interesting suburban towns, but none of them more so than Morgan Park, a model town established in 1914 by the Minnesota Steel Company to provide housing and comfortable living conditions for their more than two thousand employees. It contains something more than five hundred dwellings, all substantially built of concrete, attractive in their settings and provided with all the "improvements" necessary to the modern dwelling house. In the town are eleven miles of concrete paved streets and alleys; the stores and business offices are all under one roof, which makes for economy of operation and well kept places of business. The Morgan Park Club is host to many daily visitors going there to inspect the permanent exhibition of the products of the Minnesota Steel Company. The mills are also open to visitors, who, with competent guides provided by the company may make the tour of the huge plant and view the processes by which the products of the mills are turned out. The Minnesota Steel Company is the largest single manufacturing industry in this district and is a unit of the American Steel & Wire Company.

A large cement plant located near the steel mills is a subsidiary of that company. It does a very large business and is one of the important units in the industrial composite at the Head of the Lakes.

Quite naturally, as the second largest port in the United States, these cities of the Head of the Lakes are centers of a very large wholesale and jobbing business, their operations extending far into Milwaukee territory in the Northwest, and which are all good patrons of ours. The list includes wholesale groceries, hardware, fruit dealers, milling, important baking industries, manufacturers of linen rugs, lime and cement dealers, building materials of all descriptions; mercantile companies; lumber, and in short every known commodity required by a great and growing country.

West Superior, Wisconsin

Now let us take a look across the Bay at the Wisconsin city of West Superior, which is also a generous contributor to Milwaukee Road traffic. Here we find the same active forward-looking community which has since 1885, when the town was platted, made for itself a handsome city with a population of 45,000, having lake and rail terminals of the first magnitude. Over three hundred miles of trackage are included in Superior's terminal system, which has been designed to give rail facilities for the constantly increasing commerce which comes to its port. Originally laid out on a very ample scale, the yard facilities have been greatly extended during the past ten years, keeping pace with the increased traffic in coal, ore, grain and general merchandise.

It is an important industrial center, its manufactures including flour mills, chair factories, electrical ship steering and signaling devices, machinery, etc. In the jobbing and wholesale district are plumbing and heating supplies, windmills, pumps, paint, wooden boxes, soap, salt, lumber and many others. Something of Superior's importance as a great business center may be gleaned from the following items: its harbor has the largest ore docks in the world; a huge salt dock, linseed oil mill, stock and poultry feed mills, it has the largest briquette plant in the world, the largest exclusive chair factory in the world, and just outside of the city limits is a most interesting development in the business of fox farming, one of the promising industries of Northern Wisconsin which, today, and still in its infancy produces more silver black foxes than any other state in the Union.

In Douglas County, of which Superior is the market town, is much agricultural development. There are several large canneries, packing peas and other special crops. The dairy industry is also well represented and there is a large tonnage of these commodities.

Cloquet

Cloquet is one of the high lights in the Head of the Lakes development. It started as a sawmill location, grew into a busy manufacturing community and then, without much warning, fire swept down on it and the little town was wiped out. Ten thousand people made homeless and their means of livelihood destroyed. The mills were burned and things seemed hopeless, but the people and the lumber companies joined interests, with the result today of a beautiful city with every modern accessory of adornment and utility. The great enterprises located there include paper manufacturing, lumber, wood conversion mills, box factory and other industrial projects associated with forest products.



Street Scene in Superior, Wisconsin

In the interests of conservation some of the work at Cloquet is an outstanding example of what may be done and is being done to make use of the vast wastage which has always been considered unavoidable in the lumber and wood working industry. The Cloquet factors say that "under the old methods only thirty-five per cent of the wood in a tree ever reached the mill and only twenty-five per cent reached the consumer. With the new processes of conservation used at the Cloquet industries, practically one hundred per cent of the tree will reach the consumer in some useful form." This means that the waste burners of the lumber mills are to be scrapped, there is little waste to burn and that little is no longer considered waste, but is looked upon as fuel in the place of coal. Trimmings, edgings, shavings and even sawdust are used in the wood conversion plants, this process producing boards from waste that are stronger than the ones sawed from a log; and balsam wool, that indispensable insulating material in the modern builder's category. There are other methods and products of the conservation system practiced in this manufacturing laboratory and all are working wonders for the future of our forests as well as providing work and study for toilers and thinkers, business for the railroad and benefits for all mankind. All too briefly is thus sketched the great and growing Head of the Lakes District, with its splendid ports and facilities for the business of a Continent, nay even of the world.

Representing The Milwaukee Road in the Head of the Lakes District is Mr. E. Mathern, general agent, and his staff as shown in the accompanying picture. Mr. Mathern has charge, not only of the traffic affairs, but directs the movement of the equipment and the freight.



One of the Duluth-Superior Harbor's Huge Ore Docks

Sale Day at "The Lockup"



Charles H. Dietrich, Freight Claim Agent

AN object lesson is the best teacher in almost any branch of learning, better than lectures and text books almost anywhere, but most particularly when the subject concerns figures and statistics and the like; so it happens that if one is seeking knowledge in regard to the character and extent of the damage to freight shipments that can be wrought on a railroad, a visit to the company "Lockup" at Prairie du Chien on Sale Day will furnish the object lesson in the best possible form; for there, piled to the roof of a great building are goods and commodities of every imaginable kind—all more or less damaged—most of it having reached its shipping destination in such condition that the consignees have refused acceptance. Some of the things, it is true, have been victims, so to say, of railroad wrecks and thus do not owe their presence in the Lockup to any lack of careful handling, but to one of those "Acts of Providence" which are beyond the power of humans to avert. In the main, however, it is sadly true that careless packing, careless marking, careless handling and other of the long line of carelessness is the background for the great annual show that is conducted at the Prairie du Chien sale.

The sale occurs every spring, and throughout the year there comes in a steady stream, broken and damaged articles from all over the railroad. Much of it comes in small lots from here and there, and when they arrive at Prairie du Chien these invalided objects are carefully helped into the ambulance that is known as "the trap car" and when this is full, it starts on its journey across the yard to the asylum on the river bank.

The "trap car" frequently has company in its journeyings across the yard at "The Prairie" for every day or two there comes rolling into town a full carload of damaged stuff—shipped in from the larger terminals, like Chicago, Milwaukee, the Twin Cities, Seattle, etc., to join the multitude of derelicts from everywhere. And so the great collection grows, the warehouse fills up against the time of the gathering of bargain hunters who come in by hundreds for the sale. The Lockup, as the refuge of the maimed and the halt has been named, is a huge brick building 400 feet long, standing right on the bank of the Mississippi River, and excepting for a small partitioned corner where the office of the custodians is located, its great cubic footage (for by the end of the year it re-

quires the height as well as the length and breadth) is packed with broken-down merchandise of very description.

The sale is always scheduled for the spring season, and as soon as it is possible to work in the warehouse where there is no heat, Mr. Chas. Piepho of the Freight Claim Department in Chicago, arrives on the scene, takes account of the job ahead, and with the experienced help of Jack Fernet and his son Louis, who have been for many years the custodians of the place, the work of getting the heterogeneous mass into shape begins. Sections are set off for the various classes of merchandise—one for this, another for that class, and so on; and then comes the job of bringing the classes together. It is a tedious and a seemingly endless task, but Mr. Piepho and his assistants are experienced in this work and gradually something like order and a systematic arrangement grows out of the chaos. When preparation for the sale begins, an embargo is declared and damaged freight is not sent to The Lockup, but is held at its originating point until after the warehouse is cleared and ready for the next year's accumulation. This helps the force at work on the classification because they do not have to continually enlarge the sections, or so over the details of listing. With the segregation of the articles classed completed, the work of listing, numbering and cataloguing is taken up. When the goods arrive at The Lockup, they are all numbered on red tickets and these numbers have been recorded in the accounts of the Freight Claim Department. As Mr. Piepho goes over the "stock" making his catalogue, he puts another, a white ticket, on each piece or "lot," carrying the sale number, and the sale number is recorded in the catalogue. For many weeks this accurate and systematic arrangement goes on, before the goods are ready for the sale.

The sale is advertised, notices are sent to many of the regular patrons of the auction and when the day arrives the city of Prairie du Chien is pretty well filled up with buyers who come from far and wide. Many of the men who appear there are old and regular customers, and remarkable as it may seem, they must buy profitably, even though they are buying damaged goods, else they would not be on hand every year as they are. No one bids at these sales on "a pig in a poke" because the warehouse is thrown open several days before the sale and prospective buyers may spend as much time as they wish inspecting the goods and informing themselves on the kind and extent of damage that has been sustained. Of course everything in the sale is more or less damaged, else it would not be at The Lockup, and this is understood. Buyers go through very carefully, find the things on which they wish to bid at the sale, take the sale number in their own memorandum books so that they know when the numbers are called and what they are bidding on; and they have probably formed a fairly approximate idea of what they will have to pay for what they buy.

It would be impossible to name the contents of that catalogue when it is ready for the sale. This year there were over sixteen hundred sale numbers. At the top end of the room there may be



The Sale Manager and His Assistants: Left to right—T. LaBonne, Jack Fernet, L. Gremore, Louis Fernet, Chas. Piepho.

gathered a collection of paints, oils, grease, drugs, stock food, cartons of paper bags, rolls of corrugated board, drums of this and that, auto tires, etc. On down a way there may be bath tubs, sinks, plumber supplies and plumbing fixtures of every description. This year there stood in a prominent place, a splendid sink of green enamel—nothing handsomer could be imagined, and from all that could be seen it was intact; but there must have been a chip off somewhere—and so it had to go "on the block." Farther down, a shelf full of radio machines—a chance surely for some buyer who was handy with the tools and could repair whatever damage the things have suffered. Then there were clocks, oilcloths, linoleums, barrels of sugar, beds and bed springs, tables with scratches, loose legs, legs gone, or other defects; velvet rugs of finest texture, overstuffed furniture—splendid davenports, Coxwell chairs, wide and luxurious easy chairs belonging, perhaps, to a suite or standing in lonely splendor; iron beds and wooden beds and "beauty rest mattresses"; kegs of nails, Victrolas, wire fencing, tinware, enameled ware, crockery, glassware, lamps, lamp shades, farm machinery, automobile parts, and chairs, chairs, hundreds of them and all kinds and sizes. And anything and everything else, all ticketed and ready.

This year the sale took place on June 5, and the morning broke fair and warm, the crowd is on hand early, several hundred of them. The big double doors of the building are opened, the people file in past the desk where Mr. Piepho takes the name and address of each buyer and gives him a small wooden paddle on which is the number by which each individual buyer is to be known in the sale; and unless he is provided with a paddle no man can bid. Gradually, paddle in hand, they flock down to the center of the room where the tiers of seats are arranged for the buyers opposite the auctioneer's stand. At his side are the clerks of the auction—one to call the sale numbers and others to record the sales. Back in the office are the accountants from Chicago, who are keeping tally on every sale, making out the bills for the goods sold and preparing to make the collections.

Promptly at nine o'clock Freight Claim Agent C. H. Dietrich and his aids step to the auction block—Mr. Dietrich makes his announcement in regard to methods of the sale, the collections, etc., and then the selling begins. The auctioneer is a practiced hand in the game—he is well known among the buyers. He steps up to the front, smiles a greeting and gets down to business without delay. There

can be no dallying from now on—there are over sixteen hundred sales to be conducted and the job has to be done within two days. No time for hesitation, and the man who hesitates is likely to lose his bid.

The clerk calls Sale No. 1 and names the articles, perhaps it is something to be sold "by lot." The auctioneer, who is "Bill" Zempleman of the Freight Claim forces, looks engagingly about, and calls out perhaps, "Is it worth five dollars?" No response—then "Is it worth two dollars?" Immediately a half dozen paddles come up, and the bidding comes on fast. "Two, and a quarter, a half, seventy-five, three," and so on, going more than often above the original call for five dollars. Gradually the paddles drop and the last one up gets the sale. It doesn't take long, because there must be one hundred and fifty to one hundred and seventy-five sales an hour. It behooves the buyers to keep very close watch of their note books and the numbers they have recorded because there are bidders in plenty and the stuff is in demand. Presently comes a number called—"one barrel and contents." Ah, now, perhaps, "a pig in a poke," you think. But nothing of the sort. Those buyers have probed those "pokes" to the bottom and they know what they are bidding on even if no one else does. The barrel and contents are knocked down to No. so-and-so and the next sale number comes on quickly. Perhaps it is a fine dining room table. The bidding progresses rapidly, but it is spirited, as there are many women in the buying group and they, no doubt, all have visions of a handsome dining table cheap. Whatever they think, the bidding goes fairly high, and gradually the paddles drop. The table is sold to the last paddle up, and the next number is called. It is a breath-taking performance and a mere spectator wonders how anyone knows what he is buying or has the presence of mind to lift his paddle when the sale number on something he desires is called. But back of all the seeming confusion and all the conglomerate mass of stuff for sale, there is perfect order and foreordained arrangement by Mr. Dietrich and his staff, and nothing is lost sight of—no sale is "muddled" and everyone gets the articles which have been "knocked down" to him or her. When a buyer leaves The Lock-up, he surrenders his paddle, pays for the purchases, if they are small in number or amount; or puts down ten per cent of the purchase money and contracts to pay the balance upon delivery of the goods at his home station.

To Mr. Charles H. Dietrich, Freight Claim Agent, Mr. Charles Piepho of the Freight Claim Department in Chicago; Mr. J. Fernet and his son Louis, and their able assistants, these sales are "all in the year's work." They have been arranging for, cataloging, spacing, uncrating, crating up again and doing all the countless details of a stupendous job for thirty years and more; and while to one unaccustomed to the whirl of the two-day sale, it seems like "confusion worse confounded," the end of the two days finds the force counting up their assets in a most composed frame of mind, and getting ready to tackle the next big job, that of crating up and shipping out the stuff. With that done, the old warehouse is tidied up and its doors are opened again for the "trap car" and the carloads from the big towns. The derelicts ar-

rive as the days go by and are packed up and piled up under the care of the Fernettes against the time of the next year's sale.

To the casual observer, it is an interesting phase of railroad operation; to those entrusted with the conservation of railroad properties and railroad revenues, it is one of the necessary procedures, and while it does not in any degree balance up to the total outlay involved in the payment of freight claims, it is a certain salvage that helps to decrease the figures on that side of the ledger.

The personnel in charge of the sale this year were: Chas. Piepho, in charge; Wm. Zimpelman, auctioneer; L. Fernet, clerk of sale; W. L. Sehirmer, Clerk of sale; E. P. Heyn, bill clerk; Julius Frey, bill clerk; F. O'Connor, bill clerk; E. J. Linden, cashier; Guy Knox, accountant; C. W. Bush, accountant.

A small boy had been very naughty and was first reprimanded, then told that he must take a whipping. He flew upstairs and hid in a far corner under the bed. Just then the father came home. The mother told him what had occurred. He went upstairs and proceeded to crawl under the bed toward the youngster, who whispered excitedly, "Hello, Pop, is she after you, too?"

Octogenarian Rounds Out Sixty-three Years Railway Service

ON May 23, 1929, Charles H. Wilber, one of the worthy veteran employees of this railroad, passed away at his home in North Milwaukee at the age of eighty-two years, four months and eleven days.

Sixty-three of those eighty odd years were spent in the railway service. Born in Watertown, N. Y., on January 12, 1847, Mr. Wilber with his parents followed the then hazardous trail to the great west, when he was a boy of eight. Whether for sentimental reasons or by accident, we do not know, but when this pioneer family reached Wisconsin they chose another Watertown for their place of abode.

A few years after entering the service of the C. & N. W. at Watertown, Mr. Wilber resigned the agency to accept a position as local claim agent for this company at Milwaukee and has remained in that department in a clerical capacity up to the time of his death.

Living a good life, Mr. Wilber carried his eighty-two years with a firm step and erect form. After sixty-three years of labor he was still able to perform well his regular duties, as well as give many valuable pointers to youngsters in the handling of claims.



U. S. Engineer's Office, Canal Park, Duluth

What the O'Fallon Valuation Decision Means

By Samuel O. Dunn, Editor of The
Railway Age

NO decision ever made by the United States Supreme Court in a case directly affecting the railroads has attracted more attention, or been more generally misunderstood, than its decision in the O'Fallon valuation case. Since the decision was rendered estimates have appeared in the newspapers that it will increase the valuation placed upon the railroads by \$10,000,000,000 to \$21,000,000,000. One widely published article said that the case involved \$2,000,000,000 annually in freight rates.

When Mark Twain heard the news that he was dead he said that the report was greatly exaggerated. The same thing may be truly said of most of the comments upon the O'Fallon decision that have appeared in the press.

Most of the exaggeration has been due to a quite natural misunderstanding of what the Supreme Court has decided. It has been assumed by many persons that the court held that the valuation of the railways must be based entirely upon their present cost of reproduction—in other words, upon what it would cost to reconstruct their properties if they had to pay the present wages of labor and prices of materials. If the court had decided in this way it might be reasonable to assume, as many have, that the railroads will be given a valuation of \$35,000,000,000 to \$40,000,000,000. But the court did not so decide. It held that "Congress has directed that values shall be fixed upon a consideration of present costs along with other pertinent facts, and this mandate must be obeyed." It said elsewhere, however, "no doubt there are some, perhaps many, railroads the ultimate value of which should be placed far below the sum necessary for reproduction." Obviously, it is erroneous to assume the court held that the valuation of all the railways should be based entirely upon their cost of reproduction, when it expressly said that "all pertinent facts" must be considered and that no doubt there are some, and perhaps many, railways that should be given valuations below their cost of reproduction.

Having now pointed out the principal reason why so many reports and comments regarding the decision have been highly misleading, let us briefly review some of the history of railroad valuation, and consider the true significance of the court's decision in this case.

The railroads never asked for a valuation of their properties as a basis for rate-making or for any other purpose. They long opposed it, and it was forced upon them. The principal issue involved in the O'Fallon case was whether, in a valuation of railroads, weight should be given to the up-to-date cost of reproducing them. The railways did not originally advocate the use of cost of reproduction as an important factor in making valuations. They never advocated it until it had been definitely held by the courts to be a factor that must be considered.

The history of railroad valuation really begins with the Nebraska rate case—the

famous case of *Smythe vs. Ames*, which was decided by the Supreme Court in 1898. It is a curious fact that no two other men influenced the series of developments which led up to the recent decision of the Supreme Court as much as did William Jennings Bryan and the late Senator Robert M. LaFollette, who were always critics of the railways and became advocates of government ownership.

The Nebraska case arose out of an effort of the state of Nebraska to reduce freight rates. Mr. Bryan appeared as an attorney for the state. The nation was passing through the depression which followed upon the panic of 1893, and wages and prices had declined and were very low. It would have cost less at that time to reproduce the railways of Nebraska than it had cost to construct them. Influenced, no doubt, by this consideration Mr. Bryan contended that "the present value of the roads, as measured by the cost of reproduction, is the basis upon which the profits should be computed." The attorneys for the railways contended that the valuation should be based upon the actual investment. The Supreme Court held that investment was not the only thing to be considered, but that all factors affecting the value of the property must be given weight, including cost of reproduction. It has continued to so hold from that day to this. In the Nebraska rate case and in other cases tried a quarter-century or more ago this doctrine authorized valuations that were less than the actual investment.

It is well to get clearly in mind just why the court took this position. There are fluctuations in the value of all commodities and all property, as measured in money. For example, their value, as measured in money, usually declines in periods of depression and increases in periods of prosperity. The court held that railways were entitled to charge rates that would yield them a fair return upon the "present value" of their property. But the present value of no kind of property is necessarily the number of dollars of money that have been invested in it. It may be either less or more. One important factor in the present value of any property constructed by the use of labor and materials is what it would cost to reproduce it now. Therefore, to hold that in the valuation of railroad property only the actual investment should be considered, and that the cost of reproducing it should be disregarded, would be to hold that its value should not be allowed to decline when the value of other property declines or to increase when the value of other property increases.

Effective regulation of railroads by the federal government began in 1906. Before and after that it was constantly charged that the railways were over-capitalized, that the figures in their accounts indicating the investment in their properties were inflated, and that they were earning excessive returns. Senator LaFollette began to advocate valua-

tion as a means of determining whether the railroads were over-capitalized, how much net return they should be allowed to earn and what rates they should be allowed to charge. Later the Interstate Commerce Commission began to urge Congress to authorize and direct it to make a valuation as a basis for the regulation of rates. In 1913 a law for this purpose, of which Senator LaFollette was the author, was passed.

It is interesting, in view of all that has since occurred, to recall some of the things that were said at about that time. Senator LaFollette estimated that it would take only three years to make the valuation. The Interstate Commerce Commission, after the law was passed, estimated it would take only from five to seven years. Sixteen years have now elapsed and it is not yet finished. Senator LaFollette estimated that the valuation would cost the government \$2,400,000, and the railroads an equal amount, a total of about \$5,000,000. The Interstate Commerce Commission just after the law was passed, estimated it would cost the government from \$10,000,000 to \$15,000,000. Up to the present time it has cost the government more than \$30,000,000 and the railroads more than \$100,000,000. Predictions regarding railway valuation always have a marked tendency to fail of fulfillment.

The valuation law of 1913 directed the Interstate Commerce Commission to "ascertain and report in detail as to each piece of property other than land . . . the original cost to date, the cost of reproduction new and the cost of reproduction, less depreciation," and all other elements of value. This was simply in accordance with previous decisions of the Supreme Court as to the way in which a valuation must be made in order to conform to the provisions of the Constitution of the United States. Those who favored this legislation did not hesitate to provide for ascertaining and considering the cost of reproduction because they did not anticipate that it would exceed the capitalization or investment of the railways. On the contrary, most of them believed that the cost of reproduction would be less than capitalization or investment. This was especially true of Senator LaFollette, who predicted that a valuation made in accordance with the new law would justify large reductions of rates and earnings.

A year after the valuation law was passed, the war in Europe began. This caused depreciation in the value of money throughout the world, which is simply one way of saying that it caused in the United States as well as elsewhere large advances in the wages of labor and the prices and values of commodities and of practically all kinds of property. The effect upon the railroads and all public utilities was to make what it would cost to reproduce the parts of their properties which were constructed before the war much greater than the amount, measured in money, that they had actually cost. The question then arose as to whether, in the valuation of public utilities and railroads, weight should be given to this increase in cost of reproduction. In several public utility valuation cases following the war the Supreme Court held, as it had always held before, that this must be done—in other words, that since the cost of reproduction would exceed the actual investment, measured in money,

(Continued on page 20)



Are You Wearing the New Milwaukee Button?

THE above picture shows President Scandrett signing the card which gives him the right to wear the new Milwaukee Road button; and waiting to follow suit are Vice-Presidents Pierpont, Earling and Gillick.

The new buttons have created a real wave of enthusiasm already and employees are "waiting in line" to get them. They indicate that the wearer is a Milwaukee Booster, that he intends to do his share toward securing business and increasing the revenues of his railroad. It is a voluntary agreement on his part, an agreement with himself, because the wearing of the button is not obligatory; but it already has indicated that its possession is greatly desired. It is in substance a voluntary contract entered into when the card is signed—and here is the contract: **I am for THE MILWAUKEE ROAD**

Because I work for it—
Because I know it is a fine railroad—
Because I have faith in its future—
Because I know it is of great benefit to the region it serves—
Because I know it is only through the sincere efforts of all employees that it can render satisfactory service.

FOR THESE REASONS I INTEND—

To keep posted about Milwaukee service and facilities and thus be ready to inform others.

To be on the lookout for those who intend to travel or ship and urge them to use my railroad.

To endeavor to satisfy those who have real or fancied cause for grievance against my railroad.

To consider myself a part of the community in which I live and to work for its best interests.

R. F. Alterton

AFTER an illness of several months, Reuben F. Alterton, the much respected and highly esteemed member of the General Adjuster's Department, died on Monday, May 27, 1929, having served the company faithfully and loyally continuously from January, 1883.

He was born in New Brunswick, Canada, on August 5, 1843, the son of Frederick Alterton and Eunice Lunt. From his boyhood his life was spent in the United States—the earlier years in New England.

In 1872 he went west to Iowa, and from there to Dakota Territory, and settled in Davison County. He delivered the first federal mail from Firesteel, later Mitchell, to Foresburg, now Ruskin Park. Mr. Alterton held various government positions, register of deeds, deputy United States marshal and county sheriff.

Those were years when men of character stood out boldly, and Mr. Alterton was always known for his high integrity, his indomitable courage and his unflinching solicitude for the welfare of others.

So far as records are available the winter of 1880-81 has never been equalled

in South Dakota for its severity, and in the course of it Mr. Alterton gave a proof of the traits which made him so loved throughout all his life. He had a young man named Joseph Black driving stage for him. One day a terrible blizzard came on, obliterating all the roads, and the boy failed to arrive. After waiting a reasonable time, Mr. Alterton feared the fate that awaited his driver in the vast expanse of snow, with no land marks, and with the thermometer so low that he must freeze to death if lost. Mr. Alterton set out on skis in the slight hope of tracing him. He traveled 40 miles over the soft, drifting snow to Wessington Hills, only to find that the boy had started back, and he had missed him on the way. After a few hours of rest, though still stiff and lame from the unaccustomed exercise he set out on the return trip. During the day he had the faint light of the sun to guide him, but the early night of a short winter day overtook him with no means of direction. He forced himself ahead, guided only by an unusual sense of direction and at last, over the tops of the snowdrifts he saw a light. It was all he could do to struggle toward it—but he reached home, almost

dead from cold and fatigue. To his immense relief he found his driver there, safe, though with both feet frozen. The prospect of 80 miles on skis in two days of blizzard and freezing temperature would have daunted one of less personal courage and unselfishness.

By 1880 the C. M. & St. P. Ry. had been built into Mitchell, and about two years later Mr. Alterton became identified with it in the claim department, forming a connection that endured for 47 years. At the time of his death Mr. Alterton was assistant to the general adjuster.

Mr. Alterton came of a family of remarkable longevity. The second of five children, he is survived by one brother and two sisters, and the first break in the family circle with the death of his oldest sister, February 21 of this year, at the age of 88. In 1927 he took a trip to the old home state of Maine, and for the first time in 60 years the five brothers and sisters were united—making an unusual group, ranging in age from 75 to 87.

Mrs. Alterton died in 1918, and the immediate family of Mr. Alterton consists of his two daughters, Margaret Alterton, Assistant Professor of English in Iowa University, Mrs. Adolph Wislizenus, widow of Judge Adolph Wislizenus, two granddaughters, and three great grandchildren.

Mr. Alterton represented all the best qualities of a generation now almost passed, and by his stalwartness, his energy and his unflinching devotion to duty is entitled to take his place among the "Giants in the Earth."



Olsen and Johnson, Engineer and Fireman

THE above picture was taken on the arrival of Train No. 101 in Minneapolis, Sunday, June 9. The three distinguished persons shown are Messrs. Olsen and Johnson, two of the Orpheum Circuit's most famous "headliners" and River Division Conductor Con Harrington. Olsen and Johnson always, as the saying is, "go over big," wherever they appear, and one of their publicity "stunts" is to make a dramatic arrival in the city where they are to appear. On this occasion they wired Manager Frank Burke, of the Minneapolis Orpheum Theater, calling his attention to previous arrivals by auto, plane, etc., and told him that their next arrival would be in the cab of a locomotive. Engineer and fireman's togs were secured through Mr. Frank J. Newell and they mounted the cab at Merriam Park, riding the locomotive into Minneapolis station, where they were photographed. To meet them on their arrival all the Olsens and Johnsons in Minneapolis were invited to be at the station to welcome them. If all accepted the invitation, they must have had quite a reception committee.

And How!

"What steps would you take if you saw a dangerous lion on the campus?"
"Long ones."—Ollapod.

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CARPENTER KENDALL, Editor
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ARTHUR E. NEEDHAM, Assist. Editor
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The Official Opening

EACH year the official opening of Yellowstone Park, with some attendant ceremonies is delegated to one of the four railroads serving Park travel, and the event is staged at its particular gateway. This year the official program fell to Gallatin Gateway and The Milwaukee Road.

An interesting program in charge of General Passenger Agent W. B. Dixon of Chicago, and Assistant General Passenger Agent J. F. Bahl of Seattle, was arranged and carried off with great success.

The program opened at eight o'clock the morning of June 20, with a parade of a band of Flathead Indians in full regalia, led by the Montana Cowboy Band of Terry, Montana. At 8:05 Indian Chief Crawler was introduced to the Park and Railroad dignitaries and announced in the Indian tongue that the Park was open and white men might enter. Followed then short addresses by President Scandrett of The Milwaukee, Hon. Horace M. Albright, director of National Park Service of Washington, D. C., and Mr. George F. Baggeley, chief ranger of the Park and Major Kelley. This part of the ceremony was concluded at 8:50 a.m., when Messrs. Albright, Scandrett and Dixon were initiated with much pomp into the tribe of the Flatheads by Chief Crawler. Mr. Scandrett was named Chief Octum Selcka Holqua (you pronounce it), meaning Chief Big Electric Railroad; Mr. Albright, Chief Asmequta, meaning Chief White Snow; and Mr. Dixon, Chief Gallagater, meaning Chief Traveling Tourist. After the conferring of the war-bonnets, the four Big Chiefs headed by the band, led the Indian parade from the hotel to a large teepee on the grounds, where they smoked the pipe of peace and Chief Crawler invited all the guests into his teepee, an imposing structure fifty feet high and one hundred feet in circumference, said to be "the largest building of its kind in the world," which is probably true. When the teepee was thrown open, the procession passed through, the band, the new chiefs, the Indians and then the park coaches ready to start for the park. Before leaving

Above—Chief Crawler Announcing the Opening of Yellowstone Park. Below—The Crowd at Gallatin Gateway Inn Attending the Opening Ceremonies.

for the first trip of the season, however, the Flag was raised in front of the hotel by Dan Young, manager, the band played The Star Spangled Banner and the coaches were off to a grand start.

Several thousand people witnessed the ceremonies, which were short, snappy and entertaining. Everyone was in a happy frame of mind, the weather was ideal and over forty people were in the first party of the season, from Gallatin Gateway, to make the Park tour.

It was pronounced one of the best of the "official openings" by Mr. Albright, and that the tourists starting off for the Park were delighted with "the show" was amply evidenced by their cheers and applause at every stage of the program. It was in the nature of a special reception to the opening group and their enjoyment of the novelty will be just an added incident for happy remembrance.

The countryside very generally turned out, and the city of Bozeman closed its stores for two hours in honor of the event. Mr. Scandrett, in his little talk spoke of this "whole hearted cooperation" on their part with great appreciation and thanked them cordially.

The Park officials attending the opening were:

Hon. Horace M. Albright, Director of National Park Service, and wife; Mr. R. W. Toll, Superintendent of Yellowstone Park and wife; Mr. M. F. Daum, assistant superintendent; Mr. George F.

Baggeley, chief ranger; Mr. J. E. Haynes, advisor to director of Park Museum, and wife; and Vernon S. Goodwin, president of Lodge and Camps Company.

Those representing the railroad were: President and Mrs. Scandrett; Vice-Presidents Gillick and Earling; Passenger Traffic Manager George B. Haynes, General Passenger Agent W. B. Dixon and daughter, Miss Jeannie Dixon; General Manager C. H. Buford, Superintendent of S. & D. Cars, L. M. Jones and Chief Police Officer L. H. Benson.

The entire program was carried out with spirit and everyone had a good time, for which the thanks of the party are tendered to Messrs. Dixon and Bahl, who planned and executed the program.

Ralph Earl Aldrich

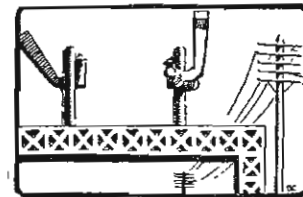
RALPH EARL ALDRICH, agent at Forrester, Illinois, passed away April 27, 1929, at a hospital in Freeport, after a lingering illness. He was born in Elgin and has been in the employ of the C. M. St. P. & P. R. R. for the past sixteen years as operator and agent. He is survived by his widow, three children, his father, two sisters and one brother.

Funeral services were conducted from the Christian Church and burial took place in Lanark Cemetery.

Mr. Aldrich was a man of high standing in the communities where he had lived and was greatly beloved by a host of friends.



BUREAU OF SAFETY



Some Safety Records

THE Green Bay Car Department under General Car Foreman M. L. Hynes and Car Foreman H. A. Grothe, with a force of 115 men, has gone through a period of 271 days, or approximately 9 months without a reportable or lost time injury, and in addition, has not had a minor injury since January 1, 1929.

On the Superior Division at Channing, Michigan, the Car Department force of 15 men under Car Foreman C. G. Witters, has gone through a period of 859 days without a reportable or lost time injury, and at Iron Mountain, Michigan, Car Foreman M. P. Conery with a force of 3 men, has not had any injuries whatsoever since June 10, 1925.

The entire Superior Division Car Department forces, averaging 163 men, under General Car Foreman M. L. Hynes, has covered a period of 245 consecutive days without a reportable or lost time injury. A very commendable record.

The Green Bay roundhouse, under Master Mechanic H. J. Culbertson and Roundhouse Foreman R. Downs, with 95 employees, has not had a reportable or lost time injury since August 2, 1928, and the roundhouse at Channing, under Master Mechanic Culbertson and Roundhouse Foreman A. H. Mills, where 35 men are employed, has not had a reportable or lost time case since June 19, 1928.

Superior Division Roadmaster C. J. Schweikert has not had a reportable or lost time injury since December 17, 1928.

The H. & D. Division track forces under Roadmaster J. F. Larson, has not had an injury for over nine months, the man days during that period being 21,480. Roadmasters A. J. Anderson and L. W. Winfrey have not had an injury for more than 8 months each, the man days during the period being 22,774 and 18,679 respectively.

The H. & D. Division B. & B. forces under Chief Carpenter C. J. McCarthy, have covered a period of more than 16 months, or a span of 11,566 man days, without an injury, and Chief Carpenter D. C. Wolff has had a clear record for more than 10 months, or 10,846 man days.

H. & D. Division Master Mechanic E. W. Hopp reports that the employees under his jurisdiction, numbering approximately 160, have gone without an injury since September, 1928. A very nice record.

The yard enginemen at Montevideo on the H. & D. under Traveling Engineer Schmitz, have not had an injury for more than four years and seven months, and the yard enginemen under Traveling Engineer O. A. Mattice at Aberdeen, have gone for over two years and three months without an injury. A very good record.

H. & D. Yardmaster E. H. Soike has gone through a period of more than 17 months during which 11,140 man days were worked without an injury.

W. L. Schmitz, terminal trainmaster at Council Bluffs yard, with a daily average

of 86 employees, has not had a personal injury since November 20, 1927.

Yardmaster A. G. Keith at Clinton yard on the Iowa Division, has a very nice record, although the average daily number of employees is only 5. The last injury to men under his supervision occurred in November, 1924. Yardmaster Dimock at Cedar Rapids, where approximately 58 men are employed each day, has gone through a period of more than 100 days without an injury.

Chief Carpenter Evans at Ottumwa, with an average of 38 employees, has gone through a period of 686 days without an injury.

Locomotive Shop Superintendent G. Lamberg at Minneapolis, reports that during the nine-month period September 1, 1928, to June 1, 1929, he has had no reportable injuries and only three lost time cases. This is a good record considering the fact that there are 550 men employed at the shops.

Superintendent Donald reports that the Terre Haute Division, with a total of 1,430 employees in all departments, went through the period April 7 to June 1, 1929, fifty-four consecutive days without a reportable injury.

The Terre Haute Division Car Department under District Master Car Builder M. M. Dick, General Foreman Lantz, Foreman Patton at Terre Haute, Foreman Perdew at Latta, Foreman Potts at Bedford, and Foreman Davis at West Clinton, employing approximately 266 men, has not had a reportable injury so far this year.

The Locomotive Department force of 30 men at Bedford, Ind., on the Terre Haute Division under Master Mechanic Passage, has not had an injury since November 15, 1927, and the 15 Locomotive Department employees at Faithorn, also under Mr. Passage, have gone since March 24, 1927, without an injury.

On the I. & D. Division, the station forces under Trainmaster Wiltont, averaging 98 men, have not had a reportable or lost time injury since June 26, 1928, or more than 350 consecutive days.

The I. & D. Store Department forces under Division Storekeeper J. C. Hart, employing approximately 13 men, have gone through a total of 382 days without a reportable or lost time injury.

The yard forces at Mitchell on the I. & D., consisting of 20 men under Yardmaster E. M. Stanton, have not had a reportable or lost time injury since April 14, 1928, a total of 423 consecutive days.

The section laborers in Mason City Yard, numbering approximately 12, have established a very enviable record by not having a personal injury for five years. Credit for this goes to Foreman James Woonas, who is continually cautioning his men to do their work in a safe manner.

The Southern Minnesota Locomotive Department forces at Austin, Minn., under Master Mechanic McFarlane, employing an average of 131 men, went through the months of February, March, April and May, 1929, without a report-

able or lost time injury, and the same record applies to the entire Locomotive Department forces on the Southern Minnesota Division, consisting of approximately 175 employees.

River Division Roadmaster C. Carlson at Red Wing, with approximately 131 track employees under his jurisdiction, has not had a reportable or lost time accident since November 1, 1928.

The River Division Locomotive Department force of approximately 25 men under Master Mechanic John Turney has not had an injury of any kind since May, 1928.

The entire Car Department force between Avery, Idaho, and Mobridge, S. D., consisting of 295 men coming under the jurisdiction of District General Car Foreman Axel Strand at Deer Lodge, has not had a reportable or lost time injury so far this year. A very fine showing.

The roundhouse force at Milwaukee under Master Mechanic Joost and Roundhouse Foreman Abell, totalling approximately 682 men, went through the entire month of May, 1929, without a reportable or lost time injury. A nice record.

Life Is Just That

By Steve Alexander, Operator, Harlowton, Mont.

Tell me not in box car numbers,
Life is but an empty dream.
If you're not a careless worker,
Oh, how happy life can seem!

Lives of railroad men remind us
We must never be sublime;
But, when going, leave behind us
SAFETY FIRST upon our time.

Safety First from which all others,
Wandering on life's stormy main,
Any forlorn or wayward brother
Seeing, will pass it along again.

When our working days are over
And our harvest days are spent,
With our shoes all worn and dusty
And our backs all tired and bent.

We shall near the gates of Heaven,
Just inside St. Peter sits,
And he sure will tell the HEEDLESS
Whether IN or BY he fits.
(With Apologies to Longfellow.)

What Do You Mean—Safety Habits?

By W. E. Dyer, Conductor, East T. M. Division

LIKE most great movements the Safety idea has a history. It is a most surprising history, too, not so much surprising by reason of the opposition it has met, as by the source of that opposition. We might pause here for just a moment to remark that no one organization or group of individuals seems to have a corner on the force called *inertia*. That same force, *inertia*, has been the chief obstruction to the movement since the day safety was first advocated. Now, as you all

know, inertia means lack of effort, or resistance to any propelling force. In individuals or corporations it is caused by one of three things: laziness, skepticism, or selfishness.

Strangely enough, the safety movement has swung back and forth somewhat similar to a pendulum with this notable difference—that the force was being applied at one extreme while the inertia was being applied at the other extreme. In the matter of railway safety this force and this inertia have been applied alternately by the labor group and the corporations. It may or may not be peculiar that the first demand for stringent safety reform came from labor ranks. This was manifested chiefly in the demand for electric headlights, the automatic coupler, air brakes, and various other demands for improvements in equipment. It is hard to believe now that the companies fought these improvements; but they did—the old inertia at work, you see!

But the railroad companies could see a thing when it was put up to them in a forcible manner; and the railroad companies did see. Not only did they see, but they liked what they saw and they wanted more of it. They had been skeptical, contending that these new-fangled ideas would not work. But they did work; and, best of all, they paid. While the primary cost was probably staggering to some of the roads at that time, the improvements paid for themselves within a few years in the prevention of casualties and claims. Now behold the miracle! The body which has resisted the force has now become the force; and, men, I hate to say it, but it almost looks as if the inertia was being furnished by labor.

It is a fact that we were skeptical when the bosses first began to preach Safety First; and it may be true that the companies were preaching more than they were producing. Yet the need was great, and there was not money available to meet the demands, nor is there money enough now. But, if we are fair, I think we must admit that the officials on our division are doing everything in their power to acquire safety appliances. More than that, they are asking the men for safety practice—and they mean it. That means they are asking for the full-hearted co-operation of the men.

There can certainly be no legitimate objection to safety practice on the part of the men. Suppose that nine times out of ten—or ninety-nine times out of a hundred—it takes a little more time to do the work. If the company feels justified in paying for that additional time, should we object? Then think of the one time some man tried the short-cut and failed—at the cost of a limb or a life. Nothing rules a man, perhaps, more than force of habit. And, if our habits must rule us, for the sake of our lives, our families, and the property we guard, let us make it the SAFETY HABIT.

Safety from the Viewpoint of a Car Inspector

Paper Read at Car Department Safety Meeting
By Ira Yothers, Car Inspector, Miles City

THE Safety First movement on our railroad has made great strides in the past but there still is a great deal to be done if we are to cut down the percentage of injuries to employees. This can be done and will be done in a short time

when the men in the Car Department get lined up right as I am sure they will in a short time. And I am sure that we will have an organization that we will be proud of. We must remember that our management wants all of us to be safe as we go about our daily duties, but it is a big job for them if we do not try to keep safe ourselves. We must also remember that to a certain extent we are our brother's keeper, therefore we are somewhat responsible for the safety of the men who are associated with us in our work if they are in our department or happen to be of some other department. And we must prevent them from taking unnecessary risks so far as possible. There is a certain amount of risk assumed by all of us who are employed on a railroad, but why make it a more hazardous occupation by being careless?

Now I just want to say that it should not be necessary for anyone to preach "Safety First" to a carman or car inspector. Why not? you may say. Well, here is one of the reasons why it should not be necessary to remind him that his life may be in danger. The duties of a car inspector require that the equipment that he handles in his daily work must be in a safe condition to handle for a long distance over the railroad. He is practicing Safety First for the benefit of other employees who may handle this same equipment in transit. He is also practicing Safety First for the benefit of the passenger who may use the equipment that it is his duty to handle. And I may say that passengers are safe on our railroad. So why should it be a big job to have the carman think Safety First at the same time for himself. However, I think you will agree that there are reasons why we should at times be reminded of our personal safety, as we may become a little careless at times. So I just want to say that if we will take our friend Safety First with us as we go about our work the chances are that Old Man Bad Luck, who is waiting just around the corner to grab us, will get the feeling that this is no place for him.

Now as carmen, I am sure that we can do a great deal to help the cause by attending the Safety First meetings with our suggestions and letting the other fellow in on our ideas. Now let us remember that it is our job to get the Milwaukee road at the top of the list as a road with a 100 per cent Safety First organization and also remember that the best way to avoid First Aid is to First be Safe.

Development of Safety Work at Galewood Shops

By Thomas Galey

THE accompanying pictures are symbolic of Safety, Power and Peace, and are displayed at different parts of our shop to keep the safety movement always first in the minds and hearts of the men. They also lead us to the vital factor in the success of this work which is cooperation between foremen and employees and which has become so evident in this shop.

Never before in my many years of service have I seen any rules so obediently complied with as the little Red Book containing Safety Rules for the Mechanical Department.

Heretofore in many cases was evidence of sacrificing or ignoring safety to obtain production which in most cases



served to restrict both, but the day has come when such practices no longer exist and it is indeed gratifying for any Safety First booster to notice the remarkable changes which undoubtedly are here to stay, and this is all attributed to the active part our foremen are taking in the drive on safety.

Our general foreman states that he wants no man to work for him that does not try to do his work in a safe manner and avoid taking chances that may cause injury to himself or others, or who cares so little for those that are dependent upon him that he will risk the chance of depriving them of the love, the care and the protection that is rightfully theirs, so with this kind of leadership the Safety First spirit in Galewood shop seems permanently assured.

Many safety endeavors cost money but the returns are large, and if the foremen are really determined and expect to so impress the men in their organization

they cannot curtail safety work in lean years and whoop it up in profitable ones. The right thinking foreman knows that whatever makes the railroad shop more safe makes it more productive as this has been demonstrated many times.

When we see the man who wants to learn the principles and method used in preventing accidents and relieving physical suffering, we see a man who is broad and efficient in what he undertakes.

Safety is a state of mind which can be brought about only through education and training, and in the matter of education, the foreman must be the principal factor.

Galewood shops have successfully passed an entire month without an injury to any employee and that safety has aided, rather than retarded production is demonstrated in the fact that during that particular month the output of the shop was increased one engine above the monthly average.

Look again at the photo of our swinging symbol in the center of our back shop and notice the orderly and clean condition of our floor. There is a well defined Safety Department functioning here, having the full cooperation of employees and supervisors alike, with the common objective of bringing about a good operation, safely done. This splendid cooperation and the assistance rendered from the Safety Department I am sure has been the most important influence in the achievement of additional output in the month of May, without a single accident occurring to any of the 300 employees.

Such interest on everyone's part above anything else that can be done will be responsible for making safety work a success on our railroad and which I am firmly convinced can and will be brought about, and then only will we as a railroad working organization fully accomplish all that lies within the possibilities of this endeavor for the betterment of our conditions as railroad employees.

Safety First and Last

When a nut that's loose you see
Tighten it.

If an overload there be
Lighten it.

If a danger you destroy
Someone's grief you may alloy,
To someone's life may add a joy
To brighten it.

As you pass along life's way
Think a bit,
Do not let a hazard lay
And work at it.
Let your conscience be your guide
Do not safety's stream bestride,
But stoop and humble there your
pride
To drink of it.

If a careless man you see
Pray for him.
If a safe one, you with me
Hooray for him!
For when man strives the die is cast
So let our standard top the mast
With safety always first and last
The way for him.

—Wm. Hoskins.

There Is No Excuse for Carelessness

BELOW is a brief outline of several personal injury cases which have re-

cently been investigated. These injuries were all avoidable:

A section laborer, 28 years of age, who had only been in service a little more than one year, was assisting in putting in some switch ties on a very warm day, and when some perspiration ran down into his eyes, he wiped them with his hands, which were covered with grease from the bolts being used, resulting in one of his eyes becoming infected or poisoned.

A section laborer, 57 years old, with about 15 years' experience, was cranking a motor car when the engine backfired, the crank striking him on the knee cap and knocking it out of place. The section man and his foreman were having considerable difficulty in getting the car started, and the latter in making some adjustments, touched the exhaust pipe with the ground wire, forming a contact and causing the engine to backfire.

A B. & B. carpenter helper, 56 years old, who had been in service about one year, was working under a bridge, tightening up bolts on the guard rails and guard angles. He attempted to shove the staging plank along with his feet, when his hand slipped off a lateral rod, with the result that he lost his balance and fell, striking his right side against one of the rods, tearing a rib loose.

A freight house trucker, 31 years old, was placing an iron runway between a car and the platform, and when he dropped the runway, he stepped back, but it rebounded and struck the large toe on his right foot, mashing it.

A car inspector, 32 years old, with about ten years' service, decided to take a short cut by passing between two cars over the couplers. In getting down on the other side, he twisted his ankle, claiming to have stepped on a stone or a cinder. He did not look to see where he was stepping.

A car repairer, 69 years old, with 23 years' service, was under a car applying a drop door and had one hinge pin put in to hold the rear end up, the front end being hooked up with the catch. The other rear end hinge pin was tight so another earman struck the front of the door with a sledge hammer in an effort to shift it, jarring it off the front hook and allowing the door to fall down on to the shoulder and neck of the injured man. They thought the catch would hold, but it didn't.

A machinist, 55 years old, in service since 1914, was painting the wheel fit on an axle, which was suspended in the air by a hoist, and had applied white lead to one end of the axle when it dropped as he was moving over to the other end, falling onto his foot and crushing several toes. He claims he did not touch the axle with anything but the brush. The clamps holding the axle were inspected and found to be in good condition, and it is felt that one of the other workmen, who had applied the clamps and suspended the axle, did not do his work properly and had not ascertained whether they would hold before turning the job over to the machinist who was injured.

A switchman, 34 years old, in service 9 years, violated the footboard instructions by riding the front footboard in a forward movement and suffered an injury to his right foot when stepping off the footboard before the engine stopped.

B. & B. Foreman Jones of the Coast Division says, "Know safe methods and

use your knowledge." These few words are worthy of considerable thought. The supervisors and employees should think more about what they are doing rather than doing things in a mechanical sort of way without using their knowledge as to the safe way of doing it. We frequently have cases where an employee suffers a serious injury, and when investigated, remarks that he was not "thinking about what he was doing." Every employee should study the Safety First rule books so that safety becomes a habit of mind, and then we will not have any more accidents due to "not thinking about what was being done."

From safety's path to ruin

Is scarce a step you see.

Be careful what you're doin'

Thus save the doctor's fee.

Safety First

Z. C. Curtis, Chief Car Inspector,
Deer Lodge, Mont.

Paper Read at R. N. Division Car Department
Safety Meeting

MANY pages could be written concerning Safety First. There are so many ways in which a man can be injured while performing his duties.

Blue lights displayed while men are working under cars at night is one source of accident prevention, but care must be taken to see that the lights are cleaned and hung in the proper location on the end of car on each end of track.

Tools, equipment and material should be kept in places meant for such. Platforms around depots and passenger supply points should be kept clear of anything that might be in the way of men performing their duties around the trains. Ladders used to supply passenger coaches with ice and water should be so designed as to insure safety. In supplying passenger equipment, men should not begin work until the flag or blue light is hung on the car or locomotive.

Tools should be without flaw and employees should handle tools in the proper style. It is from the least expected source that some of the major accidents occur in railroad work.

In yard work the blue light and flag should always be the first thought of the inspector. The yards should be kept clean and work performed according to specified rules set down by the Safety First Department. Employees should not catch moving cars or incoming trains. A man loaded with tools and equipment is not able to catch a train with any degree of safety. In handling cars marked, penalty defect, such as grab iron or sill step, the car should be marked in such a way to prevent switchmen from trying to use the defective parts.

In the ordinary routine of shop work, cars switched to rip track should be not only flagged, but the foreman should have control of lock and key to the tracks. In this department many accidents occur from the improper use of tools and equipment. If some way could be devised by which men could be encouraged to think before they act, the accident records would fall very low. Under no conditions should an employee unfamiliar with a certain class of work be called upon to perform that work. Equipment such as jacks should be carefully examined to see that they are in good shape. Men using chisel bars, chisels and punches should be sure the ends of the tool is not nicked or flattened enough to splinter and hit the

worker. Goggles should be worn to protect workmen active in machine shops who are using emery wheels, etc.

It is my opinion that the average employe knows how to handle tools and is aware of dangers such as catching moving trains and so forth, but until that employe is taught to use his better judgment all the writing and warning possible will not save him from the fate he is bound to confront in time.

Safety First from the Standpoint of the Locomotive Engineer

Paper Read at R. M. Division Safety Meeting

By W. E. Douglas, Engineer, R. M. Division

WRITING on the subject of Safety First from the standpoint of the locomotive engineer makes the subject rather a personal one and may invite criticism, however, if the criticism is of a constructive nature, only good can come of it; and as the goal of Safety First is the elimination of injuries and accidents, as the result of which the engineer and his fellow employes will be the beneficiary, it should be and will be accepted in the spirit in which it is given.

Without becoming personal or revealing too much of a personal nature, I will say that when I entered the service the absence of a finger, a foot, an arm or a leg was regarded somewhat in the nature of a "service stripe" for a railroad man who had been in the service any length of time, in fact I believe it was considered almost inevitable that he wear such a badge if he "stuck around" long enough. The great improvement that has resulted from "Safe Practices" is apparent to anyone who looks over a group of railroad men today and finds this condition the exception rather than the rule. So—if Safety First had done nothing else than this, it would be well worth the effort put forth to make it a success.

If each of us would and could take the time to look over the statistics compiled by the insurance companies each year and note the great number of deaths and personal injuries resulting from some one's carelessness, they would have some idea of how futile the thought that some people hold that they can escape injury without the exercise of caution. This of course applies to everyone whether they are employes of railroads or not.

To the railroad man Safety First is of greater significance than to—I will say—almost any other body of men, for you have not only your own welfare as well as the welfare of your fellow employe at stake, but you have the welfare of the public whom you serve, whether it be in transporting them over your district or the freight they may offer for shipment over your line, for it is your job to get these people or their freight over your district without injury and without loss. *So we engineers have then a three-fold obligation to fulfill—our obligation to the company we are employed by—to the public who patronize us and expect safe transportation, and to our families who are the real sufferers in case accident should befall us.* These interests can only be served by following safe rules of conduct, and in this connection it is interesting to note that the time has passed when your co-operation will be asked for again and again; it has of necessity come to the point where if results show you are not a safe man you will have to go,

bearing the stigma of being a menace to the safety of your fellow man, and I feel confident that none of us care to don this badge.

Safety First for an engineer should not be difficult of attainment, a careful observance of your operating and safety rules together with the application of or exercise of a little common sense, should do the "trick."

I might enumerate a few of the things that do much to insure a safe trip. Satisfy yourself that your locomotive is in safe condition to start on the trip. With frequent inspections along the road as opportunity presents itself, a careful reading and understanding of all orders and special instructions pertaining to the movement of your train with your conductor and your fireman and the brakeman if practicable. With frequent reference to them to avoid any liability of them being overlooked. Compare your watch with other members of the crew and know that you are right. Call the position of all blocks and order boards with your fireman. Know that your engine is equipped with the necessary danger signals, and that they are kept available for immediate use at all times; give proper warning before moving your engine, and be sure you have correctly interpreted signals given you before taking them. When using your whistle, sound it clear and distinct so it will not be misunderstood—be particular in this in approaching highway crossings, as few of the present-day motors "Stop, Look and Listen" before attempting to cross the track, and every day this is becoming a greater menace to the safety of your trip. Be particular about having your bell ringing at these points also. You should supervise the work of your fireman and instruct him in the safe performance of his duties and let no unsafe act be indulged in by any member of your crew without calling their attention to it and the dangers incident thereto. Do not wear loose clothing that may catch on something and cause you to perhaps lose your balance. Be on the alert physically and mentally to handle your job safely and as expeditiously as possible by being rested and in the frame of mind to concentrate on your job when you start on your trip. Do this by divorcing from your mind all personal and domestic cares and worries when you go to work.

Finally, I believe that the ends of Safety First can well be served by following the Golden Rule—i. e., "Do unto others as ye would that they do unto you."

Safety First

(Paper prepared by Machinist Wm. Hoskins on subject of Safety First for reading before monthly meeting at Deer Lodge Shops, May 21, 1929).

IN the undertaking to prepare a paper upon the all-important subject of Safety First, one is overwhelmed to some extent by the tremendous impetus that this movement has acquired in recent years. This is only a natural result of the age we live in. Ours is a mechanical age and one of the results is the toll that a mechanical device demands of its immediate environment. Mankind previously fitted into a system where intelligence was associated with things that constituted the danger and thus there existed upon both sides, the dangerous condition and the one in danger, an inclination to prevent an accident, etc. I refer to the times in history before the advent

of machinery. Now a machine constitutes a hazard because it is unerring in its determination to continue to function as long as its motive power is not cut off, and shall we say, it is without any conscience or intelligence?

In this day we have advanced in so many ways. We might compare means of locomotion and travel. The ox team to the locomotive, the use of hand tools to the modern machine in manufacture, the horse to the automobile, and a thousand other comparisons. I suggest the hazards are multiplying because a mechanical device is no respecter of persons. The greatest genius will pay the same penalty as the moron, if he does not think out for himself what means of self-preservation he must adopt, and here it is we see the change that comes over our conception of safety as we go along with this mechanical age.

In England the first automobiles were only allowed to go four miles per hour and then be preceded by a person carrying a red flag, because of a law which denied the right of any automotive vehicle to run upon the public highways, and because it had to be carried out when steam rollers and the like were in operation. One would think it strange in this day that a lumbering, noisy steam roller should be a great hazard to pedestrians, etc., but it serves as an example to show what we have emerged from. If we fail to grow in safety, as we grow in hazards, then there will be a result staggering in the extreme. We are the juries to whom are submitted the hazards of our day, and we are called upon to render a verdict by our general conduct and attitude to this important question. We must admonish all those who fail to think for themselves and we must strive as individuals to set good examples before our fellows; especially am I interested in having our apprentices taught methods of safety. Our boys are great copyists, they desire to do what they see done, and it has been my privilege as an apprentice instructor to observe many of our hazards from that angle. When one thinks of the many dangerous elements that exist in the mechanical department of a railroad we stand surprised that these are not a greater number of accidents among the uninstructed. Education in safety is an all-important subject, and I think here we practice it to a large extent. I am reminded of the engineer on a small steamer who could not understand the reason why the engines behaved so erratically. Upon going to the boiler room he saw the steam gauge was registering about only one-half of what it should. He called the stoker and explained that he required a greater reading than was shown. The stoker was indignant at having failed to keep his end up, but he felt he had done his best. The engineer assured him he had better get a larger reading, when the stoker astounded him by saying, "Say, boss, I don't know much about those clocks up there, but I do know that that hand is going around for the second time." Now he needed a little education and undoubtedly he got it.

Now safety as applied to the prevention of accidental spoiling of work and damage to machinery is often the result of conditions that may be avoided. As a machinist I find that many hazards are brought about by neglecting to leave a job or machine in a normal condition. For instance, when a machinist leaves

his machine over night he should see that the feeds are off, the job well secured and everything left so that any other machinist could take over the job without any danger to himself, or the job. When a foreman takes a man off a machine he should give him time to do the necessary things to make things normal. I have been placed to work on planers where I would find a rail loose, undoubtedly caused by a man leaving his machine for another job while setting up for his job. A man when taking over a machine should expect it to be normal, but can often prevent an accident of some kind by looking around for possible hazards. The Golden Rule is quite applicable here, for it is well to remember, that "We should do unto others as we would have them do unto us." The other fellow is entitled to our respect, and if we could keep this in mind what a great world this would become.

I believe the monthly inspection by the representatives of the various crafts has done a great deal to remove many conditions that tended to cause accidents, and I hope they may continue to function as they are more alert at that time and therefore spot many potential dangers.

I wondered why we have stuck to the slogan "Safety First," and so I looked up the meaning. I find they are both very full of meaning. Webster says, Safety means: "The condition or state of being safe, freedom from danger or hazard, exemption from hurt, injury or loss; of giving confidence, justifying trust, insuring against harm, injury or loss." Surely of great importance. Now the word First he says means: "Foremost, in front of, preceding all others. In another sense—most eminent, or exalted, highest, etc.," another great word, and when used together a truly great combination. Now our conception of Safety First must be one of reverence and understanding. Surely as intelligent a people, who admittedly are desirous of preventing injuries to ourselves and our fellows as we are, should do all we can to promote a better understanding of this great movement, and perhaps as the day goes on we shall realize the truth of the affirmative answer to the great question, "Am I my brother's keeper?"

I think in Deer Lodge we are making progress, and that it is a condition we well may be proud of. We have been informed our cooperation has given great general satisfaction, and, of course, we, being human, are very much gratified:

Inspecting Motor Cars

WE recently had a motor car accident in which four men were injured by being thrown from the motor car on account of a wheel going to pieces due to rivets breaking, which held the car wheel pressed steel plate to the hub of the wheel.

Failures of this kind can be detected by careful daily inspection of the wheels on the car, whether it is on a motor car, trailer, push car, haul car, or any other track car or equipment running on pressed steel wheels or cast steel wheels. Inspection should be made in the following manner:

Raise up one end of the car and set it on secure blocking, so car will not roll, with brakes released so wheels will hang free, not touching brake shoes. Then tap the wheel to see if it has a sharp bell-like ring, also taking hold of the wheel to see

if it has any play on hub, revolving it to see if it and the axle are running true, also to see if the thrust collars, or filler washers used to keep it running to gauge, are properly spaced equally outside the side sills of the car, at the same time inspecting bearing to see if they have not cut axles and that oil or grease cups have been properly filled and turned down to supply the right amount of lubrication for bearings.

If wheels when suspended do not have a clear ring, and even if they do, inspect to see that rivet heads on both sides of the hub are actually tight by tapping each rivet. Also see if there is any evidence of wear and play at each rivet, or signs of fresh rust, etc. If any rivets have lost their heads or are loose, car should be taken out of service until a perfect wheel can be installed, which wheel should be ordered immediately from the storekeeper and requisition should state the diameter of the wheel, the diameter of the axle at the bearing, whether it is an insulated or non-insulated or a loose wheel which would not be insulated. Insulated wheels have a fibre washer next to the hub, and an insulated fibre cone sleeve inside the hub. There should also be a wrought or steel washer between the fibre washer and end nut, which nut should be of the castellated type with cotter key to lock the nut to prevent its coming off.

Loose wheels should be properly adjusted and oiled so they will not run tight, and just tight enough not to wobble. If any other nuts are used as end nuts on axles, those should be drilled for cotter keys to be put through the nut and the axle.

Do not run cars with bent axles. New axles should be ordered and installed, and the old bent axle sent to the storekeeper, who will determine whether it can be straightened safely.

Motor cars and trailers on which men ride (and men should not be permitted to ride on any cars not provided with seats for each man, and cars should also be provided with the standard safety rails) should carry no more of a load than the men and their light tools.

Hauling rails, ties and other heavy materials on motor cars should be discontinued. Such materials should be transported on push cars of sufficient capacity for the loads and the speed should be not in excess of fifteen (15) miles per hour, depending on the load and condition of the equipment. Ordinarily, the capacity of motor cars is their seating capacity and the light tools of the gang.

All cars should be PULLED by the power car and at no time should any power car PUSH cars and the movement should be made at safe speeds, depending on the condition of all cars. Wheels, axles and bearings are all designed for certain capacities. Overloads and excessive speeds will result in injuries and damage.

All lubricants should be kept clean. If dirt and other impurities are permitted in them, they become a grinding compound destructive to the life of bearings, resulting in failures and injuries.

Work equipment of this kind is of the most important in use, and unless given the proper attention, we will have failures and accidents. Should there be any question as to what is wrong with any of the equipment and it cannot be corrected by the foreman in charge, write up the details of the trouble to the super-

visor of motor cars, who will direct by letter what is to be done, or send out a man to correct.

The use of UNSAFE equipment is not permitted and it should be taken out of service at once and prompt action taken to get it back into safe operating condition.

Superintendents will see that all track, B. & B., signal and telegraph men who operate motor cars receive a copy of these instructions.

M. J. FLANIGAN,
Assistant to General Manager.

Card of Thanks

I wish to extend my thanks and appreciation to the many employes of The Milwaukee Road for the beautiful flowers, letters and telegrams which I received during my great sorrow when my dear husband passed away.

MRS. G. A. ROSSBACH,
Spokane, Washington.

To Milwaukee Employes and Friends:

We wish to extend our sincere thanks and appreciation through The Magazine, to one and all who so kindly contributed to the donation which we received during my recent illness. It was certainly a great help.

MR. AND MRS. CARL JURGENS.
Stillman Valley.



In the Tall Timber on the Wisconsin Valley Division

Our Off-Line Agencies

IN line with the announcement in last month's Magazine, the Off-Line Agencies included in this month's group are as follows:



G. C. Armstrong

The Cincinnati Agency

G. C. Armstrong, General Agent

THE territory of the Cincinnati Agency is one of greatly diversified production, there being no single commodity of outstanding volume. There are few of what the freight solicitor calls "big shippers" but a great many single car shippers, their commodities ranging from adding machines to zinc oxide.

The city of Cincinnati is an example of the mutations of business. Situated on the Ohio River, her early industrialism was based on river traffic supplemented by canal-borne traffic. Her first major industry was pork packing and the city was ironically called the "Porkopolis." So important did this business become that a special breed of swine was evolved as especially adapted to the needs of the business. This pig was the famous Poland China.

Cincinnati was superseded in this business by localities farther west and then came the iron business built upon and fostered by the river. Both iron and coal were carried down the river to the mills located on its banks. The city at one time boasted twenty rolling mills of which only two survive and both of these have moved to neighboring cities in order to avail themselves of railroad facilities.

It may be sad to recall in these days that Cincinnati was a great producer of champagne in the Forties and Fifties. The soil and climate are identical with that of the Rhine country and the product of her vineyards was highly regarded.

The next great industry was the manufacture of buggies, but the advent of the automobile stopped that.

Cincinnati is now noted for machine tools and soap, this latter industry being a development of a by-product of the pork-packing days.

The city is the owner of a three-hundred-mile railway, The Cincinnati Southern, running to Chattanooga and operated by the Southern Railway.

Our territory in Indiana produces canned vegetables and furniture, also mineral water from the famous French Lick Springs.

Our Tennessee territory produces principally iron pipe and forest products; Kentucky produces bituminous coal, lumber, iron articles, bath tubs, furniture and tobacco.

The commodities produced in our Ohio territory are more greatly diversified but the most prominent are paper from the Miami Valley, iron articles, brick fire clay, machinery, stoves, agricultural implements, motor trucks, metal coffins, glassware, tires, cash registers, incubators, in fact, almost anything you would care to buy.

Our great railroad is most favorably known throughout the territory not only for its freight but also for its splendid passenger service. Our Pioneer and Olympian are known to the entire traveling public as the finest trains on the American continent.



F. E. Clark

The Cleveland Agency

F. E. Clark, General Agent

This office was opened in the early eighties, with Mr. Veiteh the first commercial agent. At that time the force consisted of the general agent, a traveling freight agent and a stenographer. It now consists of the commercial agent, who is Mr. C. M. Park; Traveling Freight Agents J. J. Kehoe and W. J. Hayes; City Freight Agent W. A. Schneider; Traveling Passenger Agent J. D. Schaffer; City Passenger Agent R. C. Davisson; Chief Clerk T. Berea and Florence Carney, stenographer; and myself.

The territory includes the northern portion of Ohio and Indiana. The business is well diversified, but the greater proportion consists of automobiles; and the tonnage is now two-thirds greater than it was at the time of my appointment in 1904.

I entered the service of the Milwaukee Road as clerk and telegrapher at Montevideo, Minnesota, in October, 1882, serving there and at Granite Falls about eighteen months. Was agent at Edgeley, N. D., train dispatcher at Aberdeen, agent at Mitchell, traveling freight agent, commercial agent at Cleveland and then general agent of the C. M. & P. S. Ry.; and when the latter line was consolidated with the parent company, I took charge of the Cleveland territory again as general agent.



William Pasho

The Indianapolis Agency

Wm. Pasho, General Agent

The Indianapolis Agency was opened on April 15, 1923, at 717 Merchants Bank Building, 11 S. Meridian Street. The present force consists of General Agent Wm. Pasho; Traveling Freight and Passenger Agent, James P. Chesline; City Freight and Passenger Agent A. K. Powers; and Chief Clerk C. C. Burns.

The territory covered is as follows: That portion of the State of Indiana south of and including the line of the Wabash R. R., state line, Indiana to and including Logansport; east of (not including) the line of the Pennsylvania R. R. Logansport to (not including) DeLong; south of (not including) the line of the Erie R. R., to the Ohio-Indiana state line; and north of (not including) the line of the B. & O. R. R., Lawrenceburg to Vincennes.

Among the principal industries in this territory are Ball Bros. Co. of Muncie, who are among the largest manufacturers of fruit jars in the country. Another large industry at Muncie is the Hemingray Glass Co., who are among the largest manufacturers of glass insulators, and also are among the larger bottle manufacturers.

Shelbyville and Richmond, Ind., are noted for their many furniture factories.

The limestone belt in Southern Indiana extends into this territory and the towns of Bloomington, Ellettsville, Clear Creek, and Victor, are large producers of rough and cut limestone. This is an extension of the Bedford stone territory.

Indianapolis has many varied kinds of industries, including the Kingan Packing Co., one of the largest pork packing plants in the world. The greater portion of the Kingan products are exported to England. Also in Indianapolis is located the Van Camp Products Co., and their production of canned goods is the largest of any plant in the state. Indianapolis is also the home of the Marmon and Stutz motor cars; both of these factories are in line for big production this year. We also have in Indianapolis several automobile accessories and parts factories, including the Indianapolis Cushion Spring Co. who are big producers of seat springs, the most of which go to Milwaukee. There is also several automobile body concerns, including the Martin-Parry Corporation.

Some of the largest cast iron stove companies are located in Anderson and Marion, Ind., also Kokomo, Ind.

The glass making industry is also very important in this territory. Big producers being at Dunkirk, Marion, Gas City, and Kokomo. These towns were formerly supplied by natural gas, at which time they were among the largest glass producers in the country. However, the natural gas has played out and there has been some reduction in their total output, but it is still an important industry.

The Indiana Condensed Milk Co. operates plants at Sheridan, Lebanon and Flora, Ind. In addition they have several plants located on our line in Wisconsin.

The State of Indiana as a whole, and especially this territory, is noted throughout the entire country for the high grade tomatoes raised and packed in over two hundred canning factories in this territory. The canned corn industry is also important and there are many factories devoted exclusively to this product.

During the past several years Indiana has increased greatly as a cattle feeding state, and during the past year over one thousand cars of western cattle were brought into Indiana for feeding purposes and were sent to both the Indianapolis Stock Yards and Chicago; the principal part having been consumed by the Indianapolis market.

Brick, tile and kindred clay products form a very important feature of the manufactured products in the territory around Brazil. There is also some fire clay and fire brick at Mecca, Montezuma, Hillsdale, Cayuga and Veederburg.

Two well-known piano manufacturers are located in the territory, the Jesse French at New Castle, and the Starr Piano Co. at Richmond, Ind.

The Auburn Automobile Co. have recently taken over a big factory at Connersville, Ind., and this will be an important addition to the automobile production in the territory within the next few months.



H. W. Steinhoff

The Detroit Agency

H. W. Steinhoff, General Agent

The Detroit Agency was opened March 1, 1920. There are nine employees including myself.

Our territory is the lower Peninsula of Michigan. The outstanding industries for which this territory is noted are automobiles, trucks, busses and accessories; cereals, furniture, paper, drugs and salt and its various by-products.

This is also an important and productive passenger agency.



R. F. Trumper and the Buffalo Agency Staff

The Buffalo Agency

R. F. Trumper, General Agent

The Buffalo office was established in 1923, with myself as general agent and one clerk, Mr. R. F. Mackrell. In February, 1926, the force was increased and at present consists of, beside myself, H. W. Mould, T. F. & P. A.; R. S. Moore, T. F. & P. A.; N. E. Dodwell, C. F. & P. A.; H. W. Austin, chief clerk and C. T. Bennett, clerk.

Our territory includes New York State, Oswego to Binghamton and west and south to Pennsylvania state line; and the Province of Ontario.

Our commodities are in general, soda and products; furniture, canned goods, iron and steel articles, automobiles, chemicals and products, paper and products, machinery, kodaks, H. O. and shredded wheat, linseed oil and meal, auto tires, rubber goods, nursery stock and fruits.



C. J. Peterson and the St. Louis Office and Soliciting Force

The St. Louis Agency

C. J. Peterson, General Agent

When the eastern agencies were opened after the close of the war, the St. Louis office was opened on March 1, 1920, and the territory which this office covers, is as follows:

The State of Missouri south of the lines of the M. K. & T. Ry., from and including Hannibal to Nevada, M. P. R. R., to Liberal and the St. L.-S. F. Ry., via Springfield, to Seligman; Arkansas east of the St. L.-S. F. Ry., and K. C. S. Ry., Seligman, Mo., to the Red River; Illinois south of the Wabash Ry., and Pennsylvania R. R., East Hannibal, Ill., to but not including Terre Haute, Ind.; Indiana, Kentucky and Tennessee on and west of the C. & E. I. R. R., and L. & N. R. R., Terre Haute to the Tennessee-Alabama state line.

In the area covered by the St. Louis territory, we have approximately a population of \$,750,000 white, and about 650,000 colored.

The principal commodities handled out of this territory represents: Soft coal and coke, forest products, petroleum and its products, clay products, cement and lime, iron and steel articles, glassware, fruit and vegetables, automobiles and trucks, stoves and radiators, cotton seed meal, cotton linters, rice, packing house products.

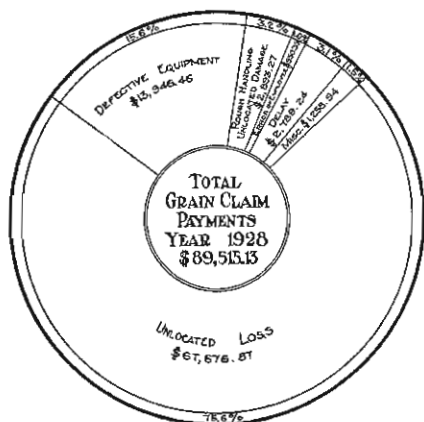
We handle approximately out of this territory 45,000 competitive carloads of traffic per annum; about 55 per cent of this total represents soft coal and coke;

our next heaviest commodity covers forest products, which represents 6,500 to 7,000 carloads; the next in order is petroleum and its products, about 3,000 carloads.

Our manufacturers and jobbers in this territory represents practically every commodity that is used in the general trade. The greatest industrial area is in St. Louis, East St. Louis, Madison, Granite City, Belleville and Alton, Illinois; and St. Louis proper carries the distinction of having the largest number of shoe manufacturers. Our L. C. L. tonnage out of this territory will average from 21 to 24 million pounds per annum. We also have in our territory about 30 furniture manufacturing plants, the greatest number of which are in Evansville, Indiana, where they have a total of 24 plants. We also have 24 stove factories in our territory—and our combined receipts of furniture and stoves handled out of our territory to points on our line, including as far west as North Pacific coast, will represent about 600 carloads.

In conclusion, want to designate the personnel of this office as shown in the photograph, which I am sending to you under separate cover. From left to right, standing: W. C. Opfer, traveling freight agent; M. J. Bunyan, chief clerk; H. W. Bahde, stenographer; C. E. Minderman, city freight and passenger agent; William Bartosch, special coal agent. From left to right, sitting: C. J. Peterson, general agent; H. C. Halverson, traveling passenger agent; Geo. W. Stoltz, traveling freight agent.

CLAIM PREVENTION



Live Stock Claim Prevention

G. P. Balcom, Agent, DeForest, Wis.

SUBMIT herewith my suggestion for prevention of claims on Live Stock shipments.

I have a great many complaints regarding deadage on shipments of hogs, particularly from here to Milwaukee and invariably on checking up with shipper I find that the train handling this stock is delayed in starting from Madison on account of waiting for a connection with some dead freight. After starting on their trip they are again delayed switching and picking up loads of various commodities with the result that they do not arrive at Milwaukee until sometime as late as 10:30 A. M. the next day. The hogs are loaded about 2:00 P. M. and are from 14 to 20 hours on the road. Summing up these points brings us to the fact that if we are going to handle stock without claims we must handle them as stock trains and not as dead freights and forget the tonnage proposition on stock trains.

Secondly, the chart furnished for the safe loading of hogs shows for instance, 79 200-pound hogs as a maximum load. This would give the shipper a total weight of 15,800 pounds and the minimum weight on a car is 16,500 pounds, forcing him thereby to pay for 700 pounds more than he is permitted to load. There is no other commodity handled where a shipper cannot load the car 10 per cent over the minimum and I really believe if the minimum weight on all kinds of live stock was reduced two thousand pounds that there would not be the usual overloading of cars and therefore less deadage resulting therefrom, and our company would be ahead of the game in the long run.

Claim Prevention

Suitable Cars for Perishable Loading
D. C. Jorgenson, Agent, Chester, Iowa

I find that some of the points that are sending out refrigerator cars for loading are not always seeing that clean cars are furnished. I believe that the racks should be raised and all old rubbish removed before loading. We are able to

do this at loading point provided the cars are set out for loading at our station, but when cars are loaded on passing trains cannot delay trains to give cars a cleaning, and I believe this is very important. I feel sure that very few cars loaded on the way freights this spring have been cleaned.

Fox Wire

I do not suppose handling of fox wire netting has been given much thought so far. This wire is galvanized after weaving and is breakable when bent and cannot stand rough handling in transit, and above all means, do not roll on edge. This wire must be laid down and rolled or carried. Rolling on edge damaged the first inch of the wire on the edge which it was rolled on. We recently received shipment from Chicago that was consigned to myself that showed evidence of being rolled on the edge, and if it had been consigned to someone else we probably would have had the wire on our hands.

Cleaning Merchandise Cars Before Loading

Our merchandise cars are very dirty, not being cleaned before loading. I believe every merchandise car should be swept out before loading. This is necessary if we are going to get very far in claim prevention. Start the shipment out right and it will arrive right. This cannot be done in dirty cars. Clean cars are essential, especially when we consider the fact of high value in merchandise that is carried in these cars, and in case of leakage from sacks the leakage of many classes of freight can be recovered but not from dirty cars when the stuff becomes mixed with dirt and straw, hay, etc., and we have to expect our help from these stations such as Chicago, Twin Cities, Dubuque, Austin, Calmar and Mason City. We out on the line that are mostly receivers of freight can do nothing to overcome this. Let's have a thought in mind when loading to sweep out all merchandise cars before loading and see that the shipments are started right.

Car Doors

This item could hardly be classified as claim prevention, but as I believe it's important am calling your attention to it just the same. Find that lot of our way cars have doors on that it is near to impossible to close and open, having various kinds of defects making it hard to open and close. This causes delay to trains and damage to equipment. A car door that has to be opened with a bar and closed likewise soon begins to see the result of this chopping. The damage to equipment in a few months if totaled into dollars and cents, as well as the delay caused, if all added together in dollars and cents, would soon be given more attention if the losses from this were known. I believe some way should be worked out in which these cars could be reported to Car Department so they could be repaired when they reach first

terminal. This could be done in the same way as we now handle hot box cars.

This letter is written not with the view of any criticism on any of the stations or departments but with a view of making less claims on our railroad.

Claim Prevention

Elmer A. Keller, Chief Clerk, North Ave. Station, Milwaukee, Wis.

CLAIM PREVENTION is like something your wife wants you to do. Whether you want to do it or not, eventually you will, and like it too. Many people claim that claim prevention is a lot of bosh and a waste of time and money. No one can deny the fact that every error costs money and that usually it is the railroad company that stands the costs.

If the shipper packs an article improperly and the receiving clerk passes it O. K. and that article is damaged in transit, the railroad company pays.

If the shipper bills three boxes of a certain commodity and delivers only two to the depot, but gets a receipt for three because someone did not count, the railroad pays.

If the shipper marks the goods for one destination and bills it to another and the receiving clerk doesn't check it and discover the error, the railroad company pays, not directly but indirectly, in telegraph and clerical expense and the extra handling necessary to get the shipment into the proper channels.

If the billing clerk makes an error and bills the shipment in the wrong car, or if in sorting the waybills some other clerk puts the waybill into the wrong pack and the shipment checks over at the next break bulk point without a bill, the railroad pays. Again, in clerical expense because over reports must be made and files answered explaining the error.

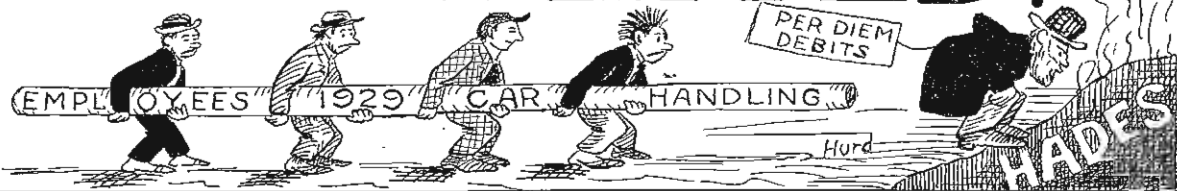
The Railroad Pays

If anything at all goes wrong it costs somebody something. The shipper always gets the benefit of an error and the railroad pays.

Most errors and accidents have the same cause. The favorite alibi and the excuse that killed more people and dollars is this: "I DIDN'T THINK." Now if we can take this alibi and file it permanently in file "W-B" (waste basket) we can save a lot of time, trouble, and expense for the railroad, the shippers, and the consignees. If we think claim prevention, we will practice it. If we practice it consistently nothing can stop the wave of good will which will result toward our line. If we all can get extra business through this policy, and the claim department can save the profits by decreased claims, maybe we can get that much desired raise in pay.

Even as it pays to do something your wife wants by making a happier home, it pays to practice claim prevention and have a happier and more enjoyable job. "EVENTUALLY? WHY NOT NOW!"

HELP WANTED!



Maximum Loading

AN example of the possibility of increasing our net revenue, decreasing the "Hire of Equipment" payments, increasing the average miles per car per day and at the same time furthering the interests of our patrons is shown in the following:

A study was made of the inbound carloads received by a concern on our line whose track facilities are limited, frequently requiring cars held out awaiting room to place for unloading.

The check was made of all inbound carload shipments where the full cubical capacity of the car was not utilized during a designated period with the following result:

	No. Cars Per Month	Average Load Limit Capacity	Average Load	If Loaded to Load Limit It Could Save Use of
From Shipper "A" (Pig Iron)	119 cars	127,228 lbs.	107,798 lbs.	18 cars
From Shipper "B" (Pig Iron)	67 cars	115,500 lbs.	95,187 lbs.	11 cars
From Shipper "C" (Sand)	32 cars	125,175 lbs.	112,750 lbs.	3 cars
From Shipper "D" (Steel Bars)	17 cars	124,300 lbs.	58,187 lbs.	9 cars
From Shipper "E" (Steel Bars)	17 cars	146,650 lbs.	103,722 lbs.	5 cars
Total	252 cars			46 cars

This covers but a portion of the inbound movement and in no case was more than two-thirds of the cubical capacity used. Had the cars been loaded to the LOAD LIMIT it would have required

only 206 cars instead of 252 cars to handle the same amount of tonnage.

The saving to the railroad as result of handling 206 cars instead of 252 cars is apparent. In addition to this, however, the consignee's expense in unloading is reduced, a lesser number of cars would be held out awaiting room to place, the demurrage bills would be decreased and the other 46 cars would have been available to protect some other shippers requirements.

There is little question about securing the consignees cooperation when the facts are developed, the remedy, of course, being to have his orders to the shippers carry a notation that "Cars used to be loaded to the LOAD LIMIT."

Any inbound movement of three or more cars per week of other than light bulky commodities offers similar possibilities and there can hardly be an easier way to improve our earnings.

Average Miles Per Car Per Day

BELOW are figures showing average miles per car per day during the first five months this year and the year 1928:

	1929				1928			
	Lines East	Lines West	Season	System Cumulative to date	Lines East	Lines West	Season	System Cumulative to date
January	28.4	30.0	28.6	28.6	29.8	35.4	30.6	30.6
February	30.8	34.7	31.4	30.3	33.5	43.6	35.1	32.7
March	32.5	41.7	33.9	31.2	35.8	46.2	37.3	34.3
April	33.2	43.2	34.8	32.1	31.5	42.6	33.3	34.1
May	34.8	47.8	36.8	33.1	33.2	48.4	35.6	34.4
June					34.4	50.0	36.9	34.8
July					34.2	45.0	36.0	35.1
August					36.7	46.3	38.4	35.7
September					36.6	41.6	37.6	35.9
October					37.4	43.9	38.6	36.1
November					33.8	36.5	34.2	35.9
December					32.2	29.2	31.6	31.6
Total, Year...					34.2	42.2	35.6	35.6

The performance during the month of May, 1929 was an improvement of 1.2 miles per car per day over the preceding year, and incidentally was the best performance we have ever made in the month of May.

As of March 31, 1929, the cumulative average for the year was 31.2 as compared to 34.3 the preceding year or 3.1 miles per car per day less than the preceding year.

This, of course, was due to the severe weather conditions experienced during the forepart of the year and the better performance made during April and May

that are being made by all employees to speed up the movement of cars, etc., will enable us to beat our last year's record, notwithstanding the bad start we got the forepart of this year.

A Daily Dozen for Agents and Solicitors

C. H. Daugherty, Agent, Bechunter, Ind.

DON'T wait for the shipper to come to you—go to him.

In competition with the other fellow, always give him credit for being a little

smarter than you are—then work like the deuce to prove that he is not.

Never admit to anybody (least of all to yourself) that you are defeated.

Keep your troubles to yourself. Nobody likes a calamity howler.

SMILE. A smile usually creates friendliness, and friendliness begets business. Even a good natured twinkle in the eyes has been known to remove the sting of a grouch.

Capitalize your PERSONALITY. Sometimes it pays to have nerve.

Cultivate your personal appearance. Cleanliness and neatness in person and apparel will give you that self-respect and confidence which is essential in your dealings with people, and what is more, will make them respect and admire you.

Make friends, but do not abuse your friendship, remembering that the best of friends will wear out if used too frequently.

Be square to the point of exactness and you will have mighty little occasion to complain of the other fellow.

Accept advice cheerfully, but with the reservation that the other fellow's judgment may not be any better than your own.

Don't toady. The world respects the man who stands up and looks it squarely in the eye.

Be courteous and polite always. Courtesy is the true badge of a gentleman. Cultivate courtesy and it will become the greatest asset you can acquire.

When soliciting passenger or freight traffic or at any other time, information as to cartailment in railroad forces should not be discussed or mentioned to patrons or public, as it might reflect against our revenues.

A Call for Books

TO aid The Milwaukee Railroad Women's Club to equip libraries for Milwaukee employees at points where there are no regularly established circulating libraries, the club requests donations of books which owners no longer desire to keep. This applies especially to children's books, as there is a very general demand for such reading matter.

The Women's Club feels that this is a most worthy philanthropy and in many homes where children have outgrown the books of their childhood, they could be sent out for the pleasure and entertainment of children who do not have access to libraries and haven't many books of their own.

Anyone wishing to contribute books please notify Miss Etta N. Lindskog, Secretary-General, Milwaukee Railroad Women's Club, 2423 Southport Avenue, Chicago, Ill.

What the O'Fallon Decision Means

(Continued from page 8)

The property of the railways, according to their reports, represented in 1914 an investment of about \$17,000,000,000. The most important question relative to valuation presented to the Interstate Commerce Commission was as to whether this part of their property should be evaluated at what it had cost or at a larger amount because, as the commission itself estimated, it had actually cost about 40 per cent less than it would cost to reproduce it. The commission finally decided in the O'Fallon case that it would not make any allowance whatever for this increase in what it would cost to reproduce the railway property that existed prior to the war. It included the property constructed before 1914 in the valuation at its estimated actual cost. It added to this the investment that had been made subsequently at higher wages and prices. It included land at its present estimated value. From the sum thus arrived at it made a substantial deduction for depreciation, and the result was the valuation.

Now, the big issue presented in the O'Fallon case was this: Did the commission conform to the decisions of the Supreme Court, and obey the provisions of the LaFollette valuation law, when it refused to give any weight whatever in making a valuation to the fact that the cost of constructing the railway property existing before the war was much less than it would cost to reproduce it at the present time? The Supreme Court held that the commission had not carried out the law because it had not given weight to this increased cost of reproduction.

There are some very important facts that the foregoing recital makes plain. One of these is, that those who wanted a low valuation, and not the railways themselves, were responsible for it being made the law of the land that cost of reproduction should be considered in valuation. Another is, that these same persons, and not the railways caused Congress to pass a law providing for a valuation, and even wrote that law. Still another is that all the Supreme Court has done in the O'Fallon case has been to decide that a valuation of railroad and public utility property must be made in the same way that it had been deciding for 15 years before the LaFollette law was passed, and has been deciding for the 16 years since it was passed, that such valuation must be made.

Is the result going to be, as many persons assume and tell the public, that the railways will be given a valuation \$10,000,000,000 to \$20,000,000,000 greater than their investment, that they will thereby be enabled to earn an enormously increased net operating income, and that this will be secured by huge advances in their rates, by large reductions in their wages, or by both these means? There are several reasons why it does not mean anything of the kind.

In the first place, as has already been pointed out, the Supreme Court did not hold in the O'Fallon case that a valuation must be based entirely upon present cost of reproduction, and therefore all estimates of the probable valuation which assume that it did are wildly erroneous. It held that the cost of reproduction and all other factors must be con-

sidered; and how little or how much weight must be given to cost of reproduction is still unsettled. A valuation made according to the commission's method would have been less than the actual investment in the properties because, in the main, it would have been an estimate of what the railways had cost, less a large deduction for depreciation. The final valuation unquestionably will be larger than it would have been if made as the commission proposed, but it is equally certain that it will be less than the estimated cost of reproduction.

Whatever it may be, it is extremely doubtful if it will have any effect upon wages. Railway wages have been fixed in the past chiefly in accordance with the cost of living, the nature of the employee's work, the hazards of the employment; and the wages being paid for comparable work in other industries. Insofar as they have been affected indirectly by the net earnings of the railways, the tendency has been to increase them when net earnings have increased. It cannot reasonably be assumed, in view of past experience, that anything that tends to increase the prosperity of the railroads will tend to keep down or reduce the wages of their employees. The tendency is more likely to be in the opposite direction.

Will a valuation made in accordance with the Supreme Court's decision cause advances in railway rates? Unquestionably it will tend to make rates higher than they otherwise would be, because it will be an obstacle to reductions, and, in many circumstances, an argument for increases. It must be borne in mind, however, that rates never have been in the past, and can never be in future, adjusted arbitrarily for the sole purpose of enabling the railways to earn a fixed return upon a valuation. Valuation is but one measure of how high rates should and can be made. No matter how low a valuation might be made, it would be necessary to so fix rates as to enable the railways to earn enough return to attract new capital, or they would become unable to expand and improve their properties enough to handle the commerce of the country satisfactorily and economically.

On the other hand, no matter how high a valuation may be made, rates must be fixed low enough to enable all kinds of traffic to move freely to the markets of this country and of the world, and to meet the competition of other carriers by water and highway. The law of the land requires not only that the railways shall be given a fair valuation, but also that each of their rates shall be "just and reasonable." Economic law requires that rates shall be made no higher than the traffic will bear.

The final valuation, whatever it may be, will determine the general level of railway rates only to a limited extent. And it may well be pointed out that this view of the matter is not a new one. It is the view which railway officers almost unanimously expressed 20 years ago when the agitation for the passage of a valuation law was going on, and they have expressed it ever since. It has not been railway officers, but other persons, who have advocated a valuation as a means of determining the rates the railways could and should make, and it is persons outside the railroad business who are now expressing apprehension that the valuation made will be too big and will result in large advances in rates. Railway officers knew too much about the railroad business 20 years ago to express either much hope or much fear regarding a valuation, and their attitude is much the same now as it was then. They have always confidently believed that decisions of the Supreme Court would finally require the valuation to be made in a way that would tend to give railway property the same protection from confiscation that is given, under our constitution and laws, to other property that is privately owned. But they have known too much about the railroad business, and the conditions under which it must be conducted, to expect a settlement of the valuation question to render it practicable to fix rates regardless of what the traffic will bear, or to make it unnecessary, if adequate net returns are to be earned, to operate the railways with the greatest practicable efficiency and economy.

Milwaukee Employees' Pension Association

Members Entered on Pension Roll, May, 1929

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

Name	Occupation	Division or Department
Chas. J. Niemiller	Engineer	Coast Division
Ole Hagen	Sheet Metal Worker	Minneapolis Shops
Albert F. Brigham	Crossing Man	Police Department
James C. Yoltan	Coach Cleaner	I. & D. Division
Edward Williamson	Machinist	Milwaukee Shops
Anton Vesely	Section Laborer	Iowa Division
Paffrick Moran	Pumper	Illinois Division
George Greene	Engineer	Iowa Division
Charles M. Chance	Section Foreman	Des Moines Division
Paul Haas	Coach Cleaner	Kansas City Division
John E. Josephson	Coach Cleaner	Kansas City Division
John P. Martin	Freight Handler	LaCrosse Division
John P. Ward	Conductor	Madison Division
Frank Preisler	Section Foreman	Superior Division
James H. Harding	Painter	I. & D. Division
R. Delos Fowler	Conductor	H. & D. Division
Lewis P. Skaar	Section Foreman	Southern Minnesota Division
John G. Becker	Boilerwasher Helper	Terre Haute Division
Gustav Rohleder	Carpenter	Milwaukee Shops
Cornelius Sullivan	Hostler	Milwaukee Shops
Christ Lange	Machinist	Minneapolis Shops
Carl Mohr	Section Foreman	H. & D. Division
George Tesinger	Section Laborer	S. C. & D. Division

C. W. MITCHELL,
Secretary-Treasurer.

The Annual Meeting, V. E. A.

BY the time this Magazine is distributed, the members of Veteran Employees Association should have received their notices of the date and place of this year's meeting—and the card which they are to return to Mr. W. D. Carrick, signifying their intention to, or not to, attend. It is important that all members intending to make the trip to Seattle with the Veterans should promptly notify the committee, in order to allow the management plenty of time to make the necessary arrangements and provide equipment for the special train that is to carry the Association to Seattle. In this connection, Vice-President J. T. Gilliek has sent the following communication to the Editor, to be passed on to the Veterans, urging their prompt action:

Chicago, June 13, 1929.

Dear Editor:

Mrs. Grant Williams, secretary of the Veterans' Association, as well as Mr. W. D. Carrick, chairman of the entertainment committee, have sent out notices about the Veterans' Annual Meeting to be held at Seattle in September, this year.

I was happy to learn that the Veterans' committee had selected Seattle as the place for the 1929 meeting. It is going to give many of the veterans on both sides of the River their first opportunity to renew old acquaintances.

If the request of the secretary to forward to Mr. Carrick, not later than July 15, all applications of veterans who intend to make the trip, is carried out, I am sure that all arrangements can be handled satisfactorily.

There are several very important arrangements to be made. The committee must be able to definitely notify the railroad how many veterans are going to attend the meeting, so that ample cars may be provided to care for them en route, and because of the limited number of sleeping cars available, it is important that sleeping car space be reserved in advance so that all may be provided with a bed. It will also be important that two persons occupy a berth where that can be satisfactorily arranged.

It is important that Mr. Carrick know the number of veterans that are going to attend the meeting so that suitable arrangements can be made to care for them at Seattle.

Naturally, all veterans are anxious that their meeting be made a success in every way, and because of the great distance that they will travel in this case, it is more important than ever before that advance reservations be made promptly. Every one of us should do our share to assist the committee in making the meeting a success.

Yours truly,

(Signed) J. T. GILLICK.

Veterans are advised that all annual passes issued account "Veteran" and their families, also all such passes issued to the widows of Veterans, and restricted to Lines East, will be honored between Mobridge and Seattle, for those presenting same on the Special; and conductors will have such instructions.

Veterans will kindly bear in mind the great amount of planning and arranging that is necessary to make this trip a success, and will co-operate with the management to the fullest extent by getting their cards of acceptance in the hands of the committee on or before the stated time.

To Milwaukee Employees —

You have noticed that this railroad's illustrated advertisements in national magazines and newspapers are featuring the conventionalized electric flash.

The Milwaukee Road can use this symbol most appropriately as it has the longest stretch of electrified mileage in the United States — 656 miles over the Rockies to the Sea — the finest, cleanest, smoothest rail ride in this country.

You can help advertise this fact by using the electric flash in your correspondence and whenever you sign your name.

Place the flash after your name, or below it, or use it to cross your ts.

Your relatives, friends and business acquaintances will wish to know the meaning of the symbol, thus giving you an opportunity to "boost" your railroad — Children will be glad to help.

Tell your friends "Whenever you see an electric flash think of the Milwaukee Road and its electrification." Even the lightning spreads its fame.

If you think of new ways to use the flash, let us know.

addressing —

Milwaukee Road Flashes,

867 Union Station,

Chicago, Ill.

Current News of the Railroad

All-Expense Tours

INDICATIONS are that all-expense tours to the West will be popular this summer. Among others already inaugurated, are those tours known as "House Parties on Wheels," which are offered by our railroad in co-operation with the Art Crafts Guild Travel Bureau. This is the second season of this particular variety of all-expense tours, and their popularity is established. These parties are of fourteen days' duration and they leave every Sunday morning from Union Station, Chicago, and the itineraries include the Dakotas, Rocky, Bitter Root and Cascade Mountains; Yellowstone, Rainier and other National Parks; Seattle, Vancouver, California points, and returning via other routes if desired.

Special trains will be operated for these parties, and a feature of these trains will be a car equipped for dancing and movies. A five-piece orchestra will accompany the parties for a part of the distance.

French Menus Printed in French

Tourists traveling as the French Line Steamship Party, from San Francisco to New York, for an extended tour of Europe, arrived in Chicago over The Milwaukee May 30. As a special compliment to the party, the dining cars on the train were provided with menus of French dishes, printed in the French language, and prepared under the direction of Mr. George Rector, director of cuisine of The Milwaukee Road, and formerly proprietor of Rector's Cafes in New York and Chicago. Mr. Rector is internationally known, and acquired his special skill in this line in actual contact with such operations in the noted cafes and restaurants of the Old World.

University Rowing Crews Are Milwaukee Patrons

Two university rowing crews—one the crew of Washington University, the other of Wisconsin University—were patrons of The Milwaukee last month, en route from Madison, Wisconsin to Poughkeepsie, N. Y. They used "The Varsity" train over The Milwaukee.

The Orpheum Singing Society

Thirty-five women members of The Orpheum Singing Society arrived in a special car attached to The Columbian, June 8, and left at midnight the same day for Boston, to attend the National Biennial Festival of the National Federation of Music. They were accompanied by Professor Edwin Fairbairn, their director, and Mrs. Theodore Doane Callahan, their president.

Heavy Special Train Business

Passenger business moving through Chicago in special trains and extra sleeping cars over our road is greater this season than in many years past. The many national conventions held in the West this year, and the growing popularity of our resort district of The North Country, together with a large volume of summer travel is responsible for the increase. More than five hundred members of two "Grottos" passed through Chicago on June 17, en route to their annual convention at Rock Island, Illinois. Two service clubs held their national meetings

the past month in Milwaukee, and special trains and cars will be operated by The Milwaukee. Specials will also be operated by The Milwaukee for delegations from Florida and Virginia points.

Deaf Children Use The Milwaukee

Three teachers and five deaf children from the Deaf Oral Department of the Parker Practice School, Chicago, attended the annual convention of the American Instructors of the Deaf, at Faribault, Minnesota. The children were taken to the convention to demonstrate new methods of teaching language to young deaf children, through silent reading. The party traveled on The Sioux from Chicago, June 17.

The New Passenger Train Schedules

With the revision of train schedules, the leaving time from Chicago of The Olympian was changed from 11:30 P. M., and now that train leaves at 9:00 P. M., the time formerly given to the Twin City Special. In order to continue the accommodation for Twin City-Chicago patrons, established by the Twin City Special, a new train has been inaugurated, named "The Bat." This is a fast over-night passenger service, and because of the late hour of leaving both terminals (11:30 P. M. from Chicago; 11:59 P. M. from Minneapolis) this name is considered peculiarly appropriate. In other parts of the country there are overnight trains enjoying pseudonyms borrowed from birds and beasts: "The Owl," "The Lark," etc. and quoting General Passenger Agent W. B. Dixon, "An owl stays up late at night, but it doesn't accomplish much, whereas a bat stays up all night, is a high flyer and gets around with great speed, so the new name would seem appropriate."

As advertised, the new time schedules of The Olympian and Columbian were effective June 9, giving by the former train, a fast trans-continental service of 63 hours west bound and 61½ hours east bound. On The Columbian the time between terminals has not been materially cut down, because of the many more conditional stops required of this train. It however has reduced its time by one hour between Chicago and the Twin Cities.

The leaving and arriving time of The Pacific Limited has been changed. It now leaves Chicago at 11:30 P. M., arriving San Francisco at 5:30 P. M., where it formerly left Chicago at 2:30 P. M. and arrived in San Francisco 8:30 P. M. East bound the present schedule leaves San Francisco 11:00 A. M., arriving at Chicago 7:40 A. M.

Eighty-first Trip over The Milwaukee

On Friday, June 7, Mrs. Frank M. Jones of Tacoma, arrived in Chicago en route to Saranac Lake from her home in the west. This is Mrs. Jones' eighty-first trip between Tacoma and Chicago, over The Milwaukee Road, all of them having been personally booked by Mr. F. A. Valentine, our city passenger agent at Tacoma. Mrs. Jones is widely known on the west coast for her philanthropic work. She is the founder of the Frank Tobey Jones Home for Aged Persons, located just outside the city of Tacoma.

Millions Spent in Wisconsin by Milwaukee Road

State Treasurer Solomon Levitau received this week from The Milwaukee Road tax payment voucher covering the first half of the \$1,720,457.35 the railroad company will pay the state of Wisconsin

for 1928 taxes, to be used for the benefit of the residents of this state.

Three hundred and fifty communities in Wisconsin are served by The Milwaukee Road where its annual payrolls amount to more than \$20,000,000, divided among some 12,000 employees. About \$3,000,000 worth of materials and supplies are purchased yearly from producers and manufacturers in the state. Agricultural and industrial advantages and the scenic attractions of Wisconsin are advertised extensively by the railroad company.

From the Mayor of Seattle to the Mayor of Chicago

A letter of greeting from the people of Seattle to the citizens of Chicago, by the hand of the mayor of the former city, was among the incidents of note in the arrival of The Olympian train in Chicago, June 12, the first on the new fast-time schedule. The train left Seattle, Sunday, June 9, at 6:15 P. M. and arrived in Chicago at 9:30 A. M., Standard Time, June 12. The letter follows:

Seattle, Wash., June 8, 1929.

To The Hon. Wm. Hale Thompson,
Mayor, City of Chicago,
Chicago, Ill.

Dear Mayor Thompson:

On the occasion of the departure of The Olympian over The Milwaukee Road on its first trip on its new fast schedule, which closer links our city with the metropolis of Chicago, I take the opportunity to extend to the people of your city, greetings and best wishes from the citizens of Seattle.

I am contemplating a trip east in the near future and hope to have the pleasure of seeing you soon.

With kind personal regards, I am

Yours very truly,

(Signed) FRANK EDWARDS, Mayor

The Log of a Really Hard Winter

OUR recent winter will go down in history as severe, to put it mildly, but there have been others, so let's not listen to the croakers who like to broadcast their beliefs that "the climate is changing," etc. Here is what The Sentinel of Fairmount, Minnesota, had to say about a certain season forty-eight years ago, when railroading was difficult and the country was winter-bound for months. The "Hard Winter" of 1881 is still a record-breaker.

The story of that olden time is told in a "Log" which The Sentinel published recently. It discloses the fact that for a long period the locality was without the necessities of life, even beer. It follows:

The Sentinel, then a weekly of course, circulated very feebly that winter though printed regularly. With neither railroad or stage lines able to operate the papers left the Fairmont post office only at long intervals.

Here is a log of the weeks from December, 1880, to May 6, 1881, hitting the high spots of the storm and blockade news.

Sentinel, Dec. 24, 1880. Six inches of snow—The railroad is putting up snow fences west of Fairmont—Snowfall nearly every day.

Dec. 31, 1880. Thirty below zero for several days—The railroad is strewn with dead engines all along the line—No train for a week—A Mr. Slater of Westford died as the result of freezing in a blizzard.

Jan. 7, 1881. A team came through from Jackson to get a large amount of mail accumulated here—250 snow shovelers worked out of Fairmont on the railroad for four days—No train for several days—Southern Minnesota railroad spending \$2,000 daily for snow removal.

Jan. 14, 1881. Thirty-three below Sunday—Five days without trains—Mail hauled

from Wells to Fairmont by team, round trip requiring four days—Railroad company paying \$500 a week for board of snow shovelers in Fairmont.

Jan. 21, 1881. Ice on the lakes 30 inches thick—Rail blockade raised, fuel arrived—Volunteer citizen snow shovelers cleared railroad cuts east of town, immediately drifted full again.

Jan. 28, 1881. First train in six days—Everyone boarding snow shovelers—Farmers on prairie using muskrat houses for fuel.

Feb. 4, 1881. No trains for four days—Terrific blizzard from southeast on Feb. 4—Engine and nine cars stalled four miles east of Fairmont—Snow shovelers wages, \$1.25 per day.

Feb. 11, 1881. No trains for two weeks—Seven hundred snow shovelers at work—Farmers hauling supplies from Fairmont on hand sleds—A. L. Ward came in from Tenhassen on snowshoes in two hours—Snow two and a half feet deep. Wm. H. Budd, first settler, said it was four feet deep in 1856—No church services, fuel exhausted. Saloons running, plenty of fuel—Twelve cattle smothered in Rutland in the snow covered stable—Ward & Cadwell hauled goods by sleigh from Winnebago.

Feb. 18, 1881. A freight train arrived, first one in 19 days—Whole town turned out to open the way through snow banks—A car of wood on track here several weeks, consigned to Flandreau, was confiscated—Saloons continued to remain open.

Feb. 25, 1881. Railroad open a day or two at a time—No business, except snow shoveling—Farmers shod horses with pieces of board so they could travel over the drifts.

March 4, 1881. Worst week of winter, no sugar, no kerosene, no beer—Bets of even money that there would be no trains in March—Only two passenger trains in February—One of season's worst blizzards on March 4.

March 11, 1881. Another big snow storm—Twenty freight cars arrived before the storm with provisions and beer—First passenger train in 18 days—Meals 25c, lodging 25c, for snow shovelers, put \$5,000 monthly in circulation here. Sherburn, no train in seven weeks.

March 18, 1881. A ton of mail for Jackson accumulated here—Train snowed in here for a week—Commercial travelers looking for spring business walked from Winnebago to Fairmont—Snow crushed in roof of big Wollaston barn—Tallow dips in use, kerosene all gone, some beer left—Sentinel demanded snow be removed from sidewalks on principal streets, two in number.

March 25, 1881. Spring (?)—Fairmont was railroad terminus, everything west still blockaded—Twenty snow shovelers laid up, snow blind—Snow removal for winter had cost S. M. railroad \$850,000 and still unrecovered—Two railroad men traveled Fulda to Fairmont, 57 miles, in 7 hours, 10 minutes, on sled with sails—F. A. DeWolf walked Worthington to Tenhassen on snowshoes.

April 1, 1881. Solid whiteness still on top—Bleak and blizzardly—Work train reached Jackson—70 additional snow shovelers arrived—300 men clearing track between Sherburn and Jackson—West bound passenger snow bound here—Protest filed against 600 snow shovelers working on Sunday.

April 8, 1881. Eighteen inches snow still on ground—Worthington no train 48 days, Jackson none 76 days—Huge snow banks still blocked Fairmont streets—Passenger train stalled over night five miles west of Fairmont.

April 15, 1881. Road again blockaded. Fairmont to Jackson. Three railroad sleighs left Fairmont for Lakefield with provisions for snow shovelers.

April 22, 1881. Husking of 1880 corn crop began to save from being all eaten by wild ducks and geese, which had arrived—Spring—Mud—Washouts—Bird Bridge washed out.

April 29, 1881. Seeding and husking corn—Lakes opened April 25—Ninety-nine returning snow shovelers fed here.

May 6, 1881. Spring at last. Tons of dead fish on lake shores.

The Milwaukee R. R. Women's Club

In Remembrance

THE following little poem has been sent to The Magazine by Mrs. W. W. K. Sparrow, president of the Fullerton Avenue Chapter, Chicago, in memory of Mrs. W. B. Dixon, who passed to the higher life, May 20. Mrs. Dixon was first vice-president of that chapter and an active worker in its behalf. She will be greatly missed by the entire membership, and these little verses are offered by Mrs. Sparrow to all of the friends and co-workers of Mrs. Dixon as a tribute peculiarly fitting. All who had the pleasure of knowing and working with Mrs. Dixon will be grateful to the author of this poem and to Mrs. Sparrow for the offering:

Magic

By Grace Noll Crowell

SOME women have a magic way
Of putting cheer into a room:
A quick, transforming touch that sends
The light into a shaded gloom.
They have a lovely way of giving
A cheerful, happy look to living.

A WOOD fire crackling on a hearth,
Old brasses rubbed and burnished bright,
Red tulips in an earthen bowl,
The luster of worn boards scrubbed white—
Some women have a way of knowing
That household wares should be kept glowing.

I NEVER see a woman's hands
Move swiftly at their burnishings,
But that they always seem to bear
A likeness to white flying wings.
They are so beautiful at giving
A cheerful, happy look to living.

Portage Chapter

E. Bloomfield, Historian

SINCE last writing about our chapter's doings, we have had various kinds of amusements and socials.

Our May Day bridge luncheon being attended by about one hundred ladies, preceding which many of our contributing members (men) came for noon-day lunch.

Bright sunshine without and many spring flowers within, gave a pleasant home-like appearance to our club rooms. Added to this a tasteful, well served luncheon, then four games of bridge, won for the club ladies the usual praise from all present. Many ladies acting as hostesses entertained their friends and card club members.

Another May affair was an informal dancing party at the club room, when a pleasant time was enjoyed by all present. Mrs. R. Falck being chairman of the committee. On Saturday, June 8, came our annual family picnic at Pardeeville Park, some miles east of Portage, all going by car, men, women and children, to the number of 150 or more. Ball games were played by the men and boys, a tug of war, the strongest end having to be decided by the women joining in the contest.

In the Boy Scout target and ball throwing, the prize was won by R. Holt. Bag racing by F. Prosch.

The small girls also tried bag racing and little Miss Bnblitz won out.

About 5:00 p. m. lunch baskets were uncovered, and seated at tables in the park all partook of a delicious luncheon, coffee and ice cream being donated by the club members.

Then when the sun was going down over Pardeeville Lake, the Boy Scouts were the first to get their places in order of return, with Mrs. R. C. Curtis at the car wheel, the rest of the picnickers following suit, so we started on our homeward journey, all agreeing that it was, "The End of a Perfect Day."

With the changing of the Northern Division offices from our city to Milwaukee, we lose quite a number of our club members, whom we regret having to go. Mr. and Mrs. Barber are going and Lucile Stowell has gone, also the Gayot family and others. Mr. and Mrs. Julius Voltz are also moving to Milwaukee. They have made this city their home since the coming of the La Crosse Division offices and now are returning to their former home.

Many of the ladies gathered at the club house on June 11 for a social afternoon and tea, in honor of those who are leaving for Milwaukee.

Terre Haute Chapter

Alice M. Church, Historian

ALTHOUGH we have had no items in the Magazine for a few months on account of illness, our club is very active. On April 22 a large Safety First rally was held in the Moose Hall with about 450 employees and their families present, at which time our club served a light lunch.

On Friday, May 31, a dance sponsored by the Milwaukee Women's Club was held in the Moose Hall. Although there were only about 200 present, everybody had an enjoyable evening, and we wish to thank Mr. Bowen and any who sold tickets or in any way helped to make this a success.

The regular monthly meeting for May was held in our club room on Thursday evening, May 16. A pot-luck supper was enjoyed before the business meeting.

A large number of contributing members has been added to our list, for which we wish to thank Mr. E. L. Notley, Mr. T. J. Lentz, and Mr. C. W. Pearce.

Our Sunshine Committee has been very busy sending flowers and cards and visiting the sick. We are sorry to report the death of one of our members, Mrs. T. J. Lentz. Mrs. Lentz was very active in the work of the club, and will be greatly missed.

Our Ways and Means Committee reported \$17.60 made from rummage sale and \$5.25 made from sale of flour sifters.

Mrs. E. L. Kenney resigned as treasurer and Mrs. T. I. Colwell was elected to fill that position. Mrs. O. G. McCurdy is now chairman of the Entertainment Committee.

Cedar Rapids Chapter

Mary Kelly, Historian

DURING the month of May the Cedar Rapids Chapter was honored by a visit from Mrs. Byram, president-general; Miss Lindskog, secretary-general, Mrs. Carpenter Kendall, vice-president-general; Mrs. E. F. Rummel, distribution chairman.



Plant of the Wood Conversion Company

A regular meeting was held. The visitors each gave a short talk on the club, its work, and its purpose.

Several members and the visitors later in the day went to Marian to attend their meeting.

The Friday night card parties are being attended by large crowds. Also Tuesday afternoon parties are successful. Hostesses are appointed by Mrs. Baird for every card party.

Perry Chapter

Ruby Eckman, Historian

THE chapter was pleased to have the officers of the General Chapter with them on May 10th. Too bad the Editor had to go back home to get out The Magazine before they came to Perry. Everyone looked for her. We were especially proud of the appearance of our club house and grounds. The work on the grounds has all been done by Engineer John Heinzeleman, one of the most ardent workers in the club.

Mrs. Victor Hansen, one of the vice-presidents, sponsored a benefit card party which netted twenty-five dollars.

A committee from the club served a luncheon for the Ladies' Auxiliary to the Order of Railway Conductors when that organization entertained some grand lodge officers.

The railroad folks have all been very generous in their donations of plants and flowers for the club house grounds.

La Crosse Chapter

Mrs. Paul K. Mahoney, Historian

THE La Crosse Chapter was very much pleased to have as our guests Mrs. H. E. Byram, Miss E. Lindskog and Mrs. C. Kendall, at a special meeting held during the month of May. At this special meeting very interesting talks were given by each of our guests, and the members of this chapter took the opportunity offered to ask questions regarding the work the Women's Clubs are doing, after which light refreshments were served.

Our regular meeting for the month of June was held Thursday evening, June 6, at which meeting plans were made for our first picnic, which was held in Copeland Park on June 12. Copeland Park is one of the beauty spots of this city. It is situated on the east shore of the historic Black River, and is located on the site where the large saw mills stood up to about thirty years ago and which are now merely talked of by the old-timers of this city.

The bazaar which was held in April was a big success, everything that was undertaken proved to be profitable. Along with this

bazaar two card parties were held, one in the afternoon and one in the evening. We were well patronized, as large crowds were present both afternoon and evening. We were able to deposit to our credit in the treasury a sum in excess of three hundred dollars. Mrs. Wayne Betts, one of our most ardent workers made and sold door stops, which netted the bazaar forty dollars. The historian made and sold the candy which netted over ten dollars. She might have made more money out of the candy, but her better half had access to the pantry, and he found that it was palatable and not poisonous; the truth is all of the men edged toward the candy booth.

To date this chapter has 114 contributing members, and we hope to make this number pass a much higher mark.

Visiting members from other chapters welcome.

Green Bay Chapter

Mrs. Joseph Hanahan, Historian

THE regular business meeting was held May 2. A splendid musical program was given. The club voted to give a picnic for all employes and families July 20. Coffee, pop, and ice cream will be furnished by the club. Mrs. J. H. Valentine was appointed general chairman. The Milwaukee Road baseball team will be seen in action on this date.

On May 15 the club observed guest day. Fifty members and their guests spent a most enjoyable afternoon. Delicious refreshments were served.

Mr. and Mrs. Paul Wilson were honored by the club at a six o'clock dinner, May 20. Covers were laid for fifty. Mrs. Wilson was presented with a bouquet of roses. Mr. Wilson was presented with a handsome gift. Mr. and Mrs. Wilson left May 28 for their new home in Tacoma. The club regrets losing such valuable members as Mr. and Mrs. Wilson and extends best wishes for their health and happiness in their new home.

Mason City Chapter

Mrs. M. M. Wolverton, Historian

MASON CITY CHAPTER held its regular monthly meeting on Tuesday evening, May 28, with a fairly good number present. Those not attending missed a very interesting meeting as we had for the speaker of the evening, the Rev. J. Picket, pastor of the Baptist Church of Mason City, who gave an address on the meaning and importance of Memorial Day. Reverend Picket served in the World War and he gave many vivid descriptions of the terrors

that our boys endured during the conflict. He closed his talk with the following poem which is his own composition:

OUR PLEDGE

But from the falling hands of heroes slain
In mortal strife for right,
We catch the torch and hold it high
And pray to God for might.

Not might to fight with iron and steel,
But strength to love, and to write
In words of peace, the whole world 'round
And put an end to war's dark right.

Then rest in peace our comrades dear,
You shall not have died in vain,
We'll do our best to usher in
God's brotherhood 'mong men.

Prior to the program the business of the month was conducted in the usual form, with Mrs. W. F. Ingraham, presiding.

Reports of the different committees convinced us that the good work is going on. The Ways and Means Committee reported fourteen tables of cards were played at the regular monthly card party. The Welfare Committee reported clothing given to several needy families and money loaned.

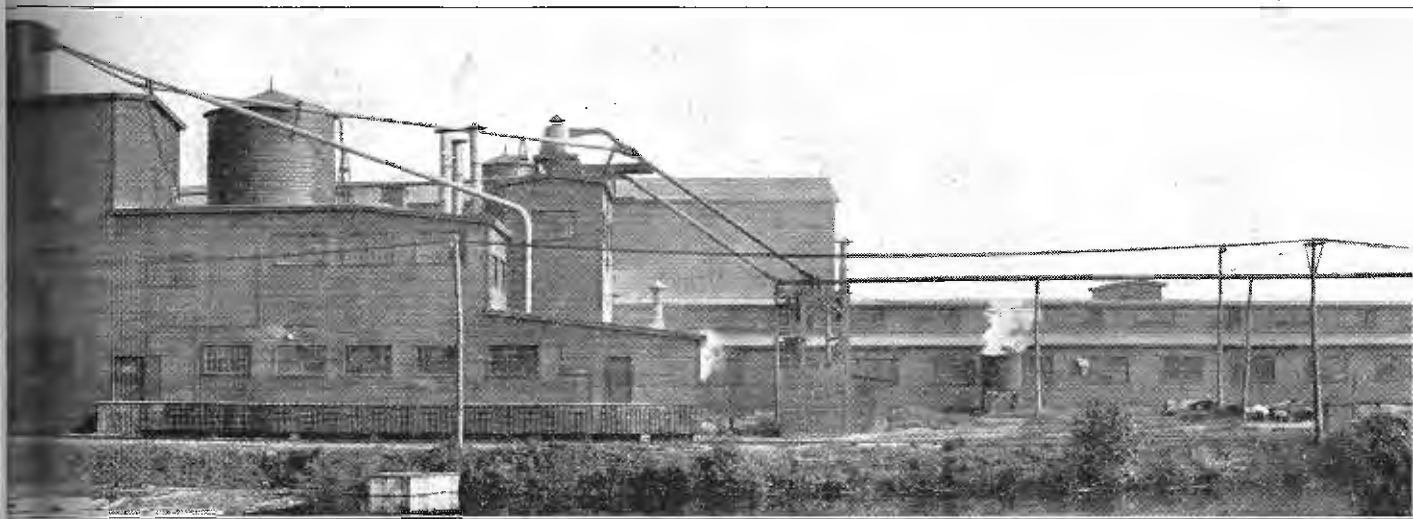
Due to the resignation of our recording secretary, Mrs. MacAdams, account of moving to Minneapolis, Mrs. Patton was elected for the remainder of the year.

Refreshments were served by the committee and the program chairman, Miss Welhelm, concluded the evening's entertainment by giving each one a chance to demonstrate his ability as an artist in a clever drawing contest. It was decided that many had missed their calling and we shall not be surprised if we hear of some of our members shirking domestic responsibilities in order to give of their all—for art's sake.

With only one more meeting before our summer recess, we find that strenuous plans are under way for the big Milwaukee picnic, which will materialize next month. We are planning to make it the grand finale of this season's fun and are sure not one member will want to miss it.

At a recent safety meeting of the local employes, Mrs. W. J. Johnston, Mrs. Guy Davis and Mrs. Frank Ulrie, a representative group from our chapter, spoke of the activities of the club the past year and pledged the assistance of the club in carrying on the safety program.

Superintendent W. F. Ingraham presided, and at the close of the meeting, refreshments were served by several women from the local offices.



quet, Minnesota. (Story on Page 5)

Mobridge Chapter

Dora Anderson, Historian

WE had a fine attendance at our regular monthly meeting, held at our club room, Monday evening, May 7, with our President, Mabel Conger, officiating.

The meeting was opened by the reading of our club motto and the singing of the club songs, followed by several musical selections given by the boys' orchestra of the Congregational church. Donald Gould rendered two fine saxophone solos, "The World Is Waiting for the Sunrise," and "Carolina Moon." Rev. J. O. Parrott of the Baptist church gave an inspiring talk, which was thoroughly enjoyed by all.

At the close of the program a short recess was taken, after which the business meeting was held. Mrs. Mertie Schefelbein acted as secretary for Mrs. W. E. Harville, who is out of the city.

The reports from the various committees show that we are still "carrying on" by trying to lend a helping hand to any one who is in need or in sorrow, by making sick calls, sending flowers, offering words of comfort and doing all we can to scatter sunshine and happiness among our unfortunate members. Let us all try to live up to our slogan, "Help us to help others."

Refreshments were served by a committee composed of Mrs. Ralph Fraher, Mrs. Mabel Rinehart, Mrs. Adna Fisher and Mrs. Frank Currah.

We had hoped to have our Past President Mrs. H. M. Gillick with us at this meeting, but she had not as yet returned from her trip to California, but we feel certain that she will be with us at our next meeting in June, for we all know that she will always have a warm spot in her heart for the Mobridge Chapter.

Milwaukee Chapter

Miss Leona Schultz, Historian

AT the regular May meeting, the Milwaukee Chapter voted to pay the interest on a mortgage for a family where the father has been kept from working on account of illness.

Mrs. F. B. Golley gave a very interesting and complete book review on "Disraeli."

The Milwaukee Chapter now has three junior members, Katherine Featherstone, age 15 years, and Ruth Gregory, age 16 years, having joined during May.

A May Party was held on May 24th and was greatly enjoyed by all those who attended. A few who dropped in for just a minute, were surprised to find themselves still there when "Home, Sweet Home" was being played.

Wausau Chapter

Bertha Hoehn, Historian

ON May 19 our members had the privilege of meeting and hearing talks from Mrs. Byram, Miss Lindskog and Miss Graves.

All who availed themselves of this opportunity to hear all the good messages about our work and that of the chapters in general, were greatly encouraged and enthused. We were very sorry Mrs. Kendall was unable to be here.

On June 18 we are to hold our annual picnic at Marathon Park and are hoping for fine weather and good attendance. The committee in charge are Mrs. H. M. Gilham, Mrs. Fred Hunziker, Mrs. M. M. Harrington, Mrs. Frank Hanousek and Mrs. B. F. Hoehn.

The Ways and Means Committee, headed by Mrs. M. E. Millard, report about \$45 for our treasury as a result of selling movie tickets in May.

No meetings will be held in July and August as so many members are away or entertaining visitors during the summer season.

Des Moines Chapter

THE regular meeting of Des Moines Chapter was held on April 26, a goodly number being present. After the business meeting refreshments consisting of doughnuts and coffee were served.

On May 10 a special meeting was called to meet Mrs. Byram and party, who were making a visit to all of the chapters. After reports read by the secretary, Mrs. C. L. Pound, very interesting talks were given by Mrs. Byram, president-general; Mrs. E. F. Rummel, vice-president; Mrs. Burns, chairman of distribution and Miss Lindskog, corresponding secretary-general. The president then called upon Superintendent Van Vliet, who responded with a very interesting talk, also a short talk was given by Conductor W. L. Finnicum. Mrs. Byram spoke in detail on the activities of the club and what wonderful progress it has made in the few years it has been in existence. Also the large amount of relief work which has been accomplished by all of the chapters. We hope Mrs. Byram and party will visit us again in the near future.

A card party was held in the club rooms on May 18 which was well attended. After an evening of bridge and five hundred, light refreshments were served. A nice sum was realized from this party.

The regular meeting of the Des Moines Chapter was held on the afternoon of May 31, being well attended. After the business meeting a social hour was enjoyed and ice cream and wafers served by the social committee.

Tomah Chapter

Mrs. Herman Lanke, Historian

A SPECIAL meeting was called May 20, but due to the fact that it was Monday, wash day, and between the hours of ten and twelve o'clock, we had only about thirty members present to welcome Mrs. Lydia Byram, president-general, and Miss Etta N. Lindskog, secretary-general, on their annual club inspection tour. We are sure those present enjoyed the talk given by Mrs. Byram about the club work on the entire system; she also told of many special cases, which have been helped by the club. We are very sorry every member of the club could not have been there and heard the same.

At the close of the meeting Mrs. Byram was presented with a beautiful bouquet of roses as a token of esteem of this chapter.

The last meeting of the Tomah Chapter before the summer recess was held in the community rooms of the public library, June 5. Mrs. Wm. Brown, our president, presiding.

The meeting was opened by singing, "How Do You Do," as we had two brand new members, also two renewals. We then read the club motto. Secretary and treasurer reports were read and approved, the other committees gave their reports.

Our president read a letter from Miss Lindskog stating that Mrs. W. B. Dixon, our general chairman of mutual benefit, had passed away at her home. The Tomah Chapter extended sympathy to the bereaved family.

Mrs. F. Kohl, chairman of the Mutual Benefit, reported on a case investigated by her, assistance was given at once. The mother is in a sanitarium, a girl thirteen years of age left to take care of two small children and do the work. It was desired to send the washing to the laundry each week, also buy a linoleum for the kitchen floor to make the work easier for her.

Plans were made for a picnic to be held at the tourist camp ground, June 30. Ice cream will be served free to everybody, also prizes will be awarded for different stunts pulled off by the children.

Our chapter was very much pleased to have a number of our contributing members present at our two last meetings, we hope their coming will induce more to come.

A door stop was donated by Mrs. H. Neitzel and Mrs. Lanke, which was raffled off. The lucky winner being Mrs. Wm. Hovey, chairman of the Ways and Means Committee.

Our Program Chairman Mrs. F. Kohl, then gave the following program:

An Accordion Solo Wilbur Pirce

A Banjo Uke Solo....Douglas Harris
A Reading.....Miss Ada Last
A Playlet...."Mother's Aid Society"

(Given by the following cast):

Mrs. A. Harris.....
.....Mrs. Thornbury, the Hostess
Mrs. M. Gibbs.....Grandma Higgins
Mrs. R. Kuehl.....Mrs. Davis
Mrs. E. May.....Mrs. Stocton
Mrs. M. Sowle.....Mrs. George
Mrs. F. Kohl.....Mrs. Adams

It was enjoyed by all.

Our President Mrs. Brown, and family, starts on a tour through the West, June 9, stopping at North and South Dakota and various other places, we all wish her a pleasant trip and hope she will be able to meet some of our sister chapters on her trip.

The sunshine collection was taken and meeting adjourned until the first Wednesday in September.

Murdo Chapter

Mrs. Carl Anderson, Historian

A BUSINESS meeting was held in the club house the evening of May 1 to review the constitution and by-laws of the club, and to make a general plan of work for this year.

Mrs. William Kuhrt, as president, is taking much interest in her work, and has aroused the members to a new activity.

The recent membership drive ended with Mrs. Gail Hornocker and her team victorious. Mrs. Rex Williams and her helpers are proving themselves good losers, and are planning a social evening and a feast for the winners, for the last meeting in May.

The report of the membership teams was: Mrs. Hornocker, 25; Mrs. Williams, 5.

We are anticipating the visiting of the general officers, who are coming here about the middle of May. No special entertainment is being planned for them, as they have suggested that we have just a business meeting, but we are all eager to meet them and doubtless everyone will be there.

On April 20 we held a food sale in the Francis Hardware Store. We cleared \$9.75 and so considered the sale quite successful.

Mrs. A. A. Ricks, one of the older members of the club, had promised us one of her famous waffle suppers for our April 24 meeting, but on the Sunday before this, April 21, Mr. and Mrs. Ricks were injured when their car overturned, as they were driving to Presho to visit their daughter. Mr. Ricks was driving carefully, as he always does, but one of the tires was punctured and the car was thrown into the ditch. They were not injured seriously, but were helped from under the car and taken on to Presho.

Mrs. Ricks hopes to soon be able to give us the promised treat, and we hope she will soon feel well again.

Black Hills Chapter

Florence Uhler, Historian

MAY 15, 1929, marks another pleasant evening in the history of our Black Hills Chapter when Mrs. H. E. Byram of Chicago, president-general of the Women's Club was the guest of our chapter. She was accompanied by Miss Etta Lindskog, secretary-general and also Mrs. Frank Burns of Sanborn, second vice-president of the club.

Mrs. S. L. Core, president of our chapter, presided at the business session, which opened at 7:00 p. m., in the hallroom of the Alex Johnson Hotel.

At the close of the business session interesting talks by Mrs. Byram, Mrs. Burns and Miss Lindskog followed.

About sixty members and friends were present, among whom were: W. F. Ingraham, W.

M. Johnson, of Mason City, Iowa; H. L. Wiltraut, Mitchell; Mrs. Frank Clark, first vice-president of B. H. Chapter, Belvidere; Mrs. L. B. Hughes, Mrs. Craig Wilson and Mrs. Inman, of Chamberlain; Mrs. Paul Bellamy and Mrs. W. E. Morse of Rapid City.

Delightful refreshments served cafeteria style followed the program.

We greatly appreciated the visit of these friends and hope that history may repeat itself in the near future.

Mrs. Harold Johnson was guest of honor at a surprise-farewell given in her honor at the home of her parents, Mr. and Mrs. C. H. Yount, on Friday evening, May 24.

Members of the club and friends gathered at the S. L. Core home and from there went to the Yount home.

A pleasant evening was spent in visiting and card playing, after which refreshments were served.

Just before the guests took their departure our President, Mrs. Core, on behalf of the club, presented Mrs. Johnson with a gift.

Mrs. Johnson leaves soon for her new home in Albert Lea, Minnesota, where Mr. Johnson will be employed, he having recently graduated from the School of Mines here.

We regret the Johnsons leaving us, but trust that they will sometimes think of us and we wish them success and happiness in their new location.

A social evening was spent in the I. O. O. F. Hall, Monday, May 27. Five tables of Monte Carlo Whist furnished entertainment. High score was held by Mrs. Feurhelm and low score by Mrs. E. E. Smith. Light refreshments were served.

Fullerton Avenue Chapter

Annual Picnic at Home of Mrs. Grant Williams

FOLLOWING our usual custom, the regular monthly meetings will not be held during July, August and September, but don't forget to be on hand for the second Saturday in October.

We will surely miss our beloved Mrs. Dixon at the meetings, as she was one of our loyal and untiring workers who has been with us since the beginning of the club. She always had a word of cheer and a smile for all, and things just won't be the same without her. Fullerton Avenue Chapter has indeed suffered a great loss.

Mrs. Grant Williams extended her yearly invitation to the chapter to hold the annual picnic and our regular monthly meeting at her home in Edgebrook, and what a delightful afternoon we had on June 8. Our Social chairman and her staff certainly worked hard that day, and we owe them a vote of thanks for the lovely lunch they prepared. Our Sports committee was busy too, and judging from the number of games and the useful prizes they prepared, it must have been a hard week for them. Many thanks, Mrs. Williams, for the pleasant afternoon you were so good to give us.

Our Membership chairman, Mrs. Holt, is working hard to enlarge our membership list. Will all the Fullerton Avenue Chapter members who have not as yet remitted their 1929 dues—\$1.00—please do so, sending same to Miss M. Bensen, secretary, 2423 Southport Avenue. Mrs. Holt would also like to call attention to the fact that dues for the new members admitted after July 1 are 50c for the remainder of this year.

Our historian, Miss Elsa Augustin, is on a leave of absence due to ill health, but we hope when we go to press next month she will be well on the road to perfect health.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

ON Sunday, May 12 we were honored with a visit from our president-general, Mrs. Byram. An open meeting was held in the depot at 7:30 that evening.

Reports were given from the different committees and reading of the minutes from Jan. 1. Mrs. Byram gave a most interesting talk on the work carried on in different chapters.

Miss Lindskog and Mrs. Burns, who accompanied Mrs. Byram on her trip, gave some helpful suggestions to carry on our work.

After the meeting ice cream, wafers and coffee were served to the large attendance that came to pay their respects to our guests.

May 21 the regular board luncheon and meeting was held in the home of Mrs. Geo. Wean, with Mrs. L. H. Rabin, Mrs. F. T. Beuchler, and Mrs. F. R. Dond as assisting hostesses. After luncheon the regular business meeting was called to order and most of the afternoon was devoted to making plans for the Gallatin Gateway Ball, to be given June 4 in the roof garden.

It was decided to give a circle tour trip this year, this trip giving four and one-half days in the park, returning through West Yellowstone, Salt Lake City, Denver and Omaha.

The regular meeting of Sioux City Chapter was held May 27. The meeting was called to order by President Mrs. Beuchler.

After a short business meeting we adjourned and enjoyed several games of bridge.

Refreshments were served after the meeting and entertainment.

Mitchell Chapter

Mrs. T. McComish, Historian

THE members of Mitchell Chapter met at K. of C. Hall for their regular meeting, and after the business session, Mrs. Jack Sunquist had charge of the program, introducing the following numbers: A one act play, "Weather Clerk," given by the pupils of Miss Helen Fishbeck, Margaret and Gerald Anderson, Richard Hubner, Stanley Colburn, Glen Sunquist. Professor A. V. Arlton of Dakota Wesleyan University spoke on "Birds," using lantern slides to illustrate his talk. A piano solo by Maxine Entwistle. At the close of the program a pot-luck supper was served.

Mrs. Charles Sloan, Ways and Means chairman, gave a very good report on the "Sock Social" that was put on in May. Mrs. C. Peterson, our Welfare chairman and her committee reported twenty donations, twenty relief and twenty-four sick calls and ten phone calls for May.

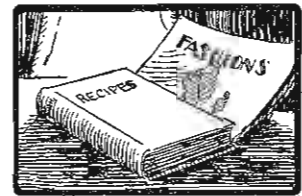
Mitchell Chapter was visited May 14 by Mrs. H. E. Byram, president-general. Accompanying her were Miss Etta Lindskog, secretary-general and Mrs. M. M. Burns, second vice-president-general; and Superintendent W. F. Ingraham. The special meeting was held at the Y. W. C. A. club room. Mrs. Byram spoke of the welfare work that is being done by the clubs and declared that it in no way works against the railroad men's organizations. Mrs. Byram cited cases which the club women had taken up where families of railroad employes had been helped in times of sickness, accident, death, etc. Mrs. Burns gave a talk on social features. Miss Lindskog reported that the five chapters on the I. & D. Division have a total membership of 645, have raised \$12,401.30; have paid \$1,678 and have made 2,381 calls.

Mayor George Fredericks became a contributing member of the club at this meeting, and he is believed to be the first mayor of any town to have taken out a membership in this organization.

(Continued on page 47)



AT HOME



Roger, Son of Conductor H. B. Martin; Wilma Louise, Daughter of W. A. Court, Clerk, Tacoma Freight Office; Norman Oswald, Son of Agent Carl Osborne, Jefferson, Iowa; Carlton, Jr., Son of Timekeeper Carlton Matthews, Green Bay, Wisconsin; Betty Jean Poole, of Spokane, and Her Best Playmate.

The Call of the Screened-In Porch

Elinor Corcoran

EVERYBODY cries for air and evening breezes when the first stifling heat of July comes along. And the answer to these cries is the screened-in porch. But even a porch will not be used if it is not inviting and attractive, so a few suggestions for the porch decorator might not be out of order at this time of the year.

Because of sudden rains and scorching sunlight everything put on the porch must be able to stand weather. Fancy reeds and costly materials have no business on a porch that is not glassed in. For the outdoor porch let us consider only substantial woods and sun-fast, waterproof materials. Now the best kind of outdoor furniture is that made of rough wood which can be enameled or lacquered to suit one's fancy. Perhaps back a generation in the family there was some log furniture and that, touched up with cretonne would be just the thing for a porch. The necessary porch furniture consists of two or three chairs, a table, either a porch swing or day bed, a lamp and a rug. Such little articles as magazine racks and ash trays are attractive but unnecessary.

Let us first consider the color scheme. Any one, whether it be delicate or gaudy, may be used without arousing adverse criticism. Tau and green, dust and Chinese red, red and black, orange and black, blue and grey—whichever one you like. In planning a porch, take dust and Chinese red for an example. Paint the chairs, table and swing with the dust color, then trim them with the red. Digress a minute here and take the pros and cons of the swing and the day bed. The wooden swing which was so very popular a few years ago, is not found very frequently any more. And its value to the porch is not high enough that one should be justified in spending days looking one up. Instead, get a day bed. This may be used both day and night and it is the simplest thing in the world to fold up in the morning and have ready to lounge on during the day. What is more, its day cover will make a charming part of the porch color-ensemble. The chairs will need padding or at least plenty of soft cretonne pillows. The cretonne for our "dust and red" may be any of several combinations. First of these would be a cretonne with a dust background and red and black figures, perhaps in a lattice design—that is, black lattice work and a red flower design.



William, Jr., and Little Sister, Kathleen, Children of Freight Inspector W. F. Nicholson, Green Bay, Wisconsin.



Wesley and Robert, sons of Coast Division Engineer Charles Holly. The Snow Horse Wesley is Riding was a Product of Tacoma's 1929 Snowstorms.

Or, if that could not be found, perhaps a black background with red and dust design. One or two cushions of the same material, made rather large—say two feet square—and then a quantity of other cushions in any shape and in any color that is effective with the color scheme, make for comfort.

Now for the rug—some people might think that an extravagance, but it really is not and it will be appreciated by the one who sleeps on the porch and finds the porch floor much less fine and less polished than his bedroom floor. Any

old grass rug will do because that, like the furniture, can be painted any color with ordinary paint, and a design can be stenciled on. Even the lamp may be an old one with the base painted dust or red and holding a bright parchment shade. This summer porch may sound like tedious hours of work but at the most it will not take more than two or three days and the result will be enchanting.

In fact, the result will be so charming that it will suggest a setting for a party—a tea party or just a "porch party."

At the party we notice our guests have some of the informal, summer afternoon outfits that stand at the head of the list this summer. First let us notice the girl with the georgette coat. By the way, a coat or a jacket is not only a becoming part but a very essential part of the smart outfits for this summer. The georgette coat serves several purposes, and its value lies in two facts, one concerning the coat and the other concerning the wearer. The first is that georgette is light and does not hold the heat, making it ideal for hot weather. The second is that any woman feels better and more at ease of she dons a coat for street wear, no matter how hot the day is. It may serve the simple purpose of a wrap over short or long-sleeved dresses; it may serve to rejuvenate a last summer's dress; it may make of a simple sleeveless afternoon dress an outfit that may be worn by the business girl or woman; and for our porch party or tea it is a la mode over a sleeveless flowered chiffon dress.

Another guest wears an outfit a bit more tailored but none the less correct for a gathering of girls. It is a black and white dotted suit. The jacket and coat are made of black with white dots, while the blouse is white with black dots. Very attractive!

The girl all in white is striking because of her slim, dark beauty. The simple sleeveless white crepe dress has a three-quarter length coat. The soft Vagabond felt is crushed down over her dark hair. The only touches of color are her bright orange beads and orange handkerchief.

The small girl with the bright red hair is attractive in her light green sleeveless chiffon dress with the bertha reaching her elbows.

The entire party makes a pleasing splash of colors on the dust furniture and it is difficult to realize that what we see is not a painted picture on a white house front.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1928-29 BOOK OF FASHIONS.

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

6520. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires $3\frac{3}{4}$ yards of 39-inch material. The width of the Frock at the lower edge with plait fullness extended is $2\frac{1}{2}$ yards. Price 12c.

6530. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 14-year size requires 4 yards of 39 inch material if made without contrasting material. To make neck facings, tie, belt and cuffs of contrasting material requires $\frac{3}{8}$ yard 39 inches wide cut crosswise. Price 12c.

6517. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38-inch size requires $4\frac{3}{4}$ yards 39 inches wide. To make collar, tie, and vestee of contrasting material will require $\frac{3}{4}$ yard 39 inches wide; collar and tie to be cut bias, and vestee crosswise of the goods. To finish flounce edge, and sleeves with bias binding or piping will require 2 yards $1\frac{1}{2}$ inches wide. The width of the Dress at the lower edge is $1\frac{1}{3}$ yards. Price 12c.

5894. Dress for Junior and Miss. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16-year size requires $3\frac{3}{4}$ yards of 32-inch material together with $\frac{3}{8}$ yard of contrasting material. For sash of ribbon 2 yards will be required. The width of the Dress at the lower edge is $2\frac{1}{4}$ yards. Price 12c.

6531. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 12-year size requires $2\frac{3}{4}$ yards of 35-inch material. To make the yoke-collar of contrasting material will require $\frac{3}{8}$ yard 35 inches wide. Price 12c.

6524. Ladies' Undergarment. Cut in 4 sizes: Small 34-36, Medium 38-40, Large 42-44, Extra Large 46-48 inches bust measure. A Medium size requires $2\frac{1}{4}$ yards of 39-inch material. To make the appliques of contrasting material will require $\frac{3}{8}$ yard, 39 inches wide and cut crosswise. Shoulder straps of ribbon require 1 yard. Price 12c.

6538. Boys' Suit. Cut in 3 sizes: 2, 4 and 6 years. A 4-year size requires $2\frac{1}{2}$ yards of 32-inch material. For collar, vestee and belt of contrasting material $\frac{3}{8}$ yard is required 32 inches wide. To trim with braid as illustrated will require $2\frac{1}{4}$ yards for 2 rows. Price 12c.

6513. Ladies' and Misses' Smock. Cut in 10 sizes: 14, 16, 18 and 20 years for Misses, and 36, 38, 40, 42, 44 and 46 inches bust measure for Ladies. A 38-inch size requires $3\frac{3}{4}$ yards of 39 inch material. To face collar and cuffs with contrasting material will require $\frac{3}{8}$ yard 32 inches wide and cut crnsswise. The width at the lower edge with plait fullness extended is 2 yards. Price 12c.

6121. Girls' Dress. Cut in 4 sizes: 1, 2 3 and 4 years. A 3-year size requires 2 yards of 32-inch material if made with sleeves. If made without sleeves $1\frac{3}{4}$ yards will be required. To finish neck and armscye edges as illustrated in the large view, will require $1\frac{3}{8}$ yards of bias binding. Price 12c.

Good Things to Eat

Chicken a la King. Melt one and one-half tablespoons of butter or chicken fat, add one and three-fourths tablespoons of flour and stir until well blended. Pour on gradually, stirring constantly, one-half cup each of hot chicken stock and scalded milk and one-fourth cup scalded cream. Bring to a boil, add one-half teaspoon salt and two tablespoons of butter gradually, one-half cup of mushroom caps which have been sauted in butter and one-fourth cup

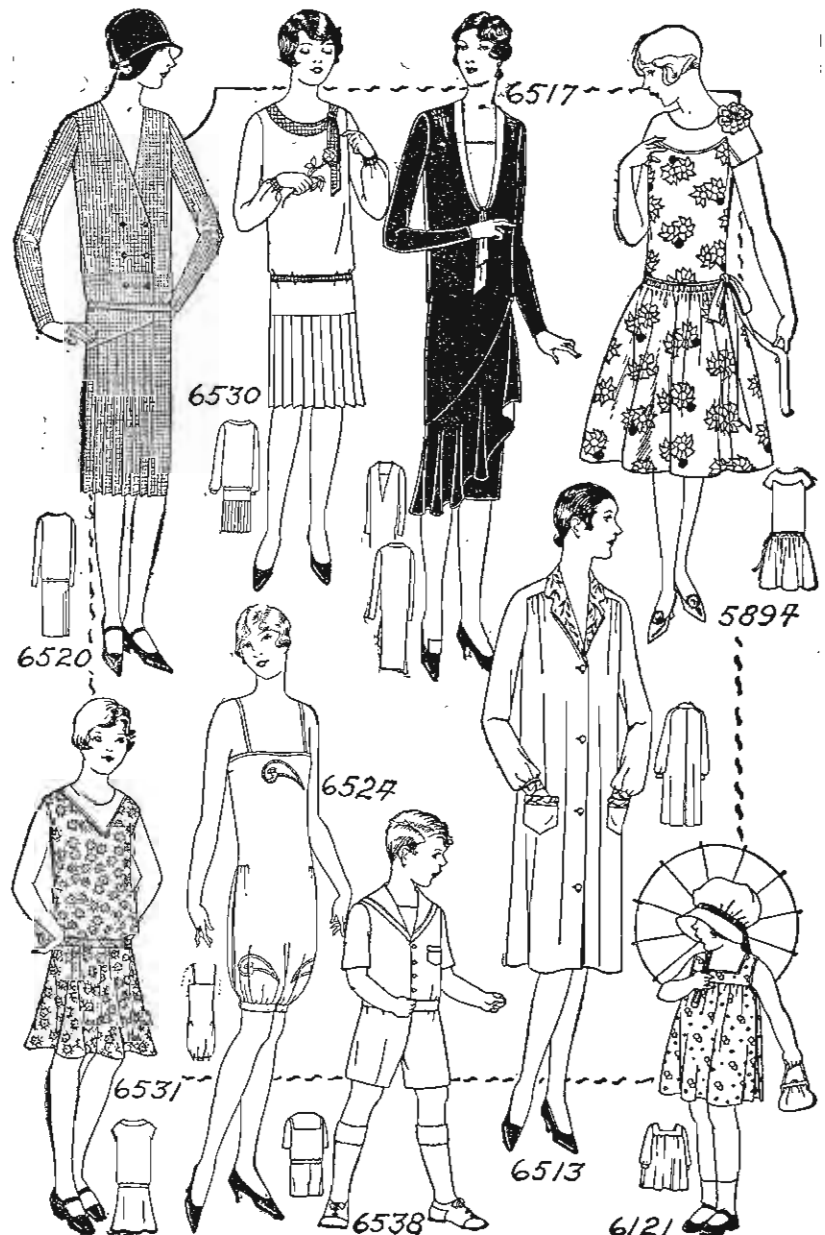
canned pimentocs cut in strips. Add one cup of cold boiled chicken and again bring to a boil, remove from fire and stir in quickly the yolk of one egg, well beaten. Serve on toast.

Aspic Jelly. Aspic jelly is always made with meat stock and is liked for entrees where fish, chicken, or vegetables are to be served moulded in jelly.

Place two tablespoons each of celery, onion and carrot, cut in enhes, two sprigs of parsley, two sprigs of thyme and one sprig of savory in a sauce pan with a scant cup of stock. Cook twenty minutes and strain, reserving the liquid. Add to-one quart of white stock (if for vegetables or white meat), four tablespoons of granulated gelatine, the juice of one lemon and the strained liquid. Season with salt and pepper and add the whites of three eggs, slightly beaten. Add slowly to the first mixture, stirring constantly until it comes to a boil. Place over sinmering flame turned very low, and let stand thirty minutes. Strain through a fine wire strainer placed over a coarser wire strainer lined with a double thickness of cheese cloth. Brown stock is used for dark meat.

Tomatoes in Aspic. Peel six large tomatoes and remove pulp, having opening in top as small as possible. Sprinkle the inside with salt, invert and let stand half an hour. Fill with vegetable or chicken salad. Cover tops with mayonnaise to which a small quantity of dissolved gelatine has been added. Garnish with capers and sliced pickles. Place a pan in ice water, cover bottom with aspic jelly and let stand until jelly is firm. Arrange the tomatoes on the jelly, garnished side down. Add more aspic, let stand until firm and so continue until all is used. Chill thoroughly, turn on serving disb and garnish around base with parsley. An attractive luncheon course.

Tongue in Aspic. Cook a tongue, remove skin and roots and run a skewer through tip of tongue and fleshy part to keep it in shape. When cool, remove the skewer. Put a round pan in ice water, cover bottom with brown aspic and when firm place around pieces of cooked carrot, turnip and beet, cut in fancy shapes. Cover with aspic, adding it by spoonfuls so as not to disarrange the vegetables. When this layer is firm lay the tongue on, adding gradually the remaining aspic, as directed in tomato aspic.



Voice in New York Starts Toy Train in Pittsburgh

"Go ahead!"

With these words James A. Farrell, president of the United States Steel Corporation, speaking into a radio microphone from his desk in New York City, started a toy electric train in the lobby of the William Penn Hotel in Pittsburgh, Pa., on June 17, officially opening the annual convention of the Association of Iron and Steel Engineers.

The two words, carried by telephone wires from Mr. Farrell's office, 71 Broadway, to the WCAE radio station in Gimbel's department store at Pittsburgh and then broadcast, was picked up on a regular radio receiver at the hotel. Two feet in front of a loud speaker was an ordinary telephone, connected by wire to the novel miniature electric train that responds to commands of the human voice. As the words, "Go ahead!" came from the loud speaker and were picked up by the telephone, the train started automatically. It was the first time electricity had obeyed the verbal commands of the human voice via radio.

The electric train, developed in the laboratories of the General Electric Company at Schenectady, has been christened "Casey Jones." It stops or backs up as well as starts at the command of a person's voice spoken into a telephone mouthpiece. Action of the train is dependent upon the voice impulses received by the telephone transmitter. The command "Go ahead!" is carried through a radio detector tube to a special selector which determines the polarity in the track. Upon this polarity depends the direction in which the train moves. Two syllables operate the relay and selector to provide forward movement. An order in three or more syllables, such as "Back up, Casey!" sends the engine backward; a single syllable, such as "Stop!" breaks the circuit and causes "Casey" to halt.

After the opening of the convention "Casey Jones" was moved to the ballroom of the hotel and added to the exhibit of the General Electric Company, where opportunity was given anyone to operate the train by using the telephone.

Frozen Tomato Salad. One quart can of tomatoes, turned into bowl and allowed to stand one hour. Add three tablespoons of sugar and season highly with salt and cayenne. Rub this mixture through a sieve. Turn into one-half pound breakfast cocoa boxes, cover tightly, packing salt and ice and let stand three hours. Remove from mould, arrange on lettuce leaves and serve with mayonnaise.

Tomato and Cheese Salad. Peel six medium-sized tomatoes and scoop out a small quantity of pulp. Fill the cavities with equal parts of Roquefort and Neuchatel cheese worked together and moistened with French dressing. Arrange on lettuce leaves and serve with mayonnaise.

THE MUD HOPS' DEFINITION OF A CHINOOK

C. C. Hügel

A clear sky overhead, a strong west wind heavy with Palouse dust. Under foot 10 inches of snow, one-half inch crude oil and two inches of water. Effect—a dirty office, a sore clerk, and change clothes in the wood shed before wife lets you in the house.

The Women's Club and Safety First

Paper read by Mrs. Frank Ulrick at I. & D. Safety First Meeting at Mason City

MY committee is particularly interested in the membership of this club and I want to tell you about this part of the work so that you may get the information first hand. A story many times repeated is not always the most exact in details. Our work, as you see, is divided up among us so that we each have different parts of the job to do, and when each part is in good working condition, the smoother and more efficiently is the task accomplished.

Just at present we have 240 paid-up members for 1929. Of course, we still hold the old ones from 1928, which if they were all paid up would make a very creditable showing. Dues in any organization are payable any time during the year, but in most of them they are expected to be paid as near the first of the year as possible, and that has been our task—to get in as much outstanding dues as possible, and also to gain new members. That is no more than good business in any group and we are gradually working to that point, to be as business-like as it is possible to be. The dues for voting members is \$1.00 per year, and for contributing members any sum from 25 cents up. Voting members include all women members of the railroad employees' families who are over sixteen years of age, if they wish to join us. A dollar looks rather a lot at times, and then again it doesn't seem so much. Sometimes we are willing to spend a dollar for a good game of sports and then we wouldn't spent that much for a good Sunday dinner, but I question whether the latter wouldn't benefit us more than the game of sports. When we think that the dollar spread over a year is only about nine cents a month, then the amount seems trivial and we wonder how one could do much good with such a small amount from each member.

The contributing dues are not so much and it sounds as though we did not value the men's memberships as much as we do the women's, but we look at it from a different standpoint, their money is used solely for welfare work and nothing else. We feel that in most cases the dues come out of the same pocket, except where the women and men of the family both earn wages, then it seems somewhat different. But, as we usually have a number of social affairs where we raise money, we feel that then the score can be evened up satisfactorily if the men can buy a ticket to attend once in a while and we sure do appreciate the co-operation of these particular occasions. Of course, we would accept \$1.00 as dues from the contributing members if they feel that they would like to give us that amount. We never refuse such good things.

We, as perhaps you have heard, are trying to discourage the idea of circulating subscription papers for the help of those in need. At first we didn't know what to say about that subject—we felt that it was perhaps a noble thing to do and perhaps the men did enjoy giving and helping to bring sunshine to someone who needed it and that we ought not to take away the satisfaction that one gets by giving something to a good cause, but we learned as the years went by that these same good causes seemed to crop

up quite often and that they came so often that they became a burden at times, instead of a pleasure. Then we began to think that the Women's Club would be of very material help if these cases of need could be handled in a different way, so we began to ask that all such cases be reported to us, we investigated them and met the needs as they came up and by many different methods. Sometimes it wasn't money alone that filled the need. Where money has been needed we have given loans in small amounts and without interest. Some of our members thought that we should give money outright, and in some cases we have, but after much discussion it was voted to make loans without interest. That to my notion is a much better way, as it gives the member a chance to return the loan and he still would feel as though he had not been the subject of charity. It is not a wise thing to destroy one's self-respect, and we need self-respecting citizens in any work. Of course, we could not loan money to buy a car, or build a house, but you know how things will crop up once in a while without rhyme or reason and money is the only thing that helps. We like also, to have the one that borrows, to be a member of the club. We feel that that is small return for what we are doing. The club also voted that said borrowers should be members of the club, so that looks as though we were going to get you both coming and going.

Come over and join our club, give us your name and dues. Our money will go farther if it is loaned. It becomes a revolving fund and the same dollars can do much good over and over again, and the original fund will keep growing as the years pass and thus we will be able to do more and better work in consequence.

I hope that I have explained our work successfully. We felt that we should tell you first hand so that you would get the right viewpoint of our work. Hope that you will think well of us, join our club and be a contributing member. We would be very happy to say that all of our Milwaukee men were members of the Women's Club. As I read the reports of other clubs over the system, I see where hundreds of men belong and they go to club meetings and have a wonderful time, and then I wonder why it is that our Mason City men don't join us. I'm sure we haven't a catching disease, or are so terribly homely, nor ugly.

Most all of the eastern roads have welfare groups on much the same plan. One road takes a small sum yearly from the wages of each man to turn into the welfare fund and others have plans of different natures, but the basic idea is the same—to have a reserve fund to help those in need. Many other groups of working people have funds of money to take care of their own needs in their own circle of work, calling it welfare work. So, I don't know why we are not entitled to the same cooperation from the railroad family in doing the welfare work in our own territory.

We would like to hear from all of you gentlemen favorably, and we are sure that you will not be disappointed, for we will do our best to live up to a standard of good intentions and save consideration of all needs.

HE WOULD SAY THAT

A bachelor says that if he had to choose between two evils he would marry the one that had the most money.

ON THE STEEL TRAIL

I. & D. Items

M. G. B.

JOHN C. PFAHLER, 73, retired veteran engineer, died early Saturday, June 8, at his home at Mason City.

Mr. Pfahler made his last run as an engineer in December, 1927. In February, 1928, he underwent an operation at Rochester to relieve an injury received in a fall from his engine in 1910. For the past 16 months he has been confined to his home.

Mr. Pfahler started his railroad career 48 years ago when he entered the service of this company as a fireman at Mason City under Superintendent E. B. Wakeman. He was promoted to the capacity of engineer in September, 1878, and has been in continuous service from that time until his recent illness which resulted in his death June 8.

Our sympathy is extended to his family.

J. F. Kasak, car foreman at Mason City has been transferred to St. Paul, Minn.

O. Larson has been appointed car foreman at Mason City in place of J. F. Kasak.

Irma Wilhelm of the superintendent's office spent the week end June 2 in Minneapolis.

Mrs. W. W. Fonda made a trip to Clear Lake, May 17, where she visited friends.

Our sympathy is extended to A. E. Johnson, J. A. Johnson and A. C. Johnson, on the death of their father, Charles G. Johnson.

Mr. Johnson was stationary fireman at Calmar roundhouse for thirty-six years. He suffered several paralytic strokes and died June 3, 1929, at Calmar.

Our sympathy is extended to J. E. Johnson, operator at Charles City, on the death of his wife, May 28, who died after an illness of several months.

R. E. Bernhardt, second operator at Calmar, took a much needed rest during the week of June 10-15, being relieved by G. O. Levin.

B. R. Boldt, agent at Britt, took a two weeks' vacation the latter part of June, being relieved by O. J. Henderson, relief man.

Some repairs are being made to the company property at Mason City, putting a new roof on the round house. Pioneer sign has been placed on the office building, and facing the depot.

R. D. Lyman, checker in the yard office at Mason City, is vacationing in California.

We are unable to locate Yardmaster F. H. Dickhoff the past three weeks. He is spending his time fishing and nursing his rheumatism. A. H. Lunsman relieving Dickhoff says he is only a shadow now. Art says there is too much foot work necessary on that job.

We are unloading ten cars of limestone fertilizer East of New Hampton, June 13, for the farmers.

Some one stole L. R. M.'s dog, and he has been searching along with the sheriff and police. Suggest they offer a reward.

In the good old steamboat days, to designate their calling, the village firemen wore red shirts. Now, however, one of the safety first inspectors wears a pink one. One fought fires and the other fights carelessness, but why the difference in color?

Ray McDonnell is the new roadmaster's clerk at Mason City. Mr. McDonnell moved here from Mitchell.

R. I. Colvin, third operator at Calmar was married June 2. Congratulations, Mr. Colvin.

F. H. D. became lost on his father-in-law's farm. He went out to take the snow fences down and froze to death (almost).

There was great celebrating at Clear Lake the day they had the carp races. Hundreds of people were out to watch the event, including Jay Bailey. We were unable to ascertain just what the results of the races were. We understand a good time was had by all.

C. R. Sifert, conductor, went to Seattle, Wash., June 4, for a vacation.

Francis H. Joynt, bill clerk at Mason City freight house, has been appointed cashier at Rapid City.

Harry D. Arnold, abstract clerk at Mason City freight house, has been appointed bill clerk.

Our Safety First Flag is still flying at Mason City. The Milwaukee, together with the other large companies at Mason City, has a part in the Safety First campaign, which entitles them to fly this flag, the flag to be taken down when an injury occurs.

The ball team is active again this season, winning some games and losing some. It isn't fun when you win them all you know! They won a spirited game from the B. & O.'s, June 7, with a score, 4-1.

Miss Madonna McGee, comptometer operator, is assisting in the superintendent's office during inventory.

D. M. M., A. M. and Mrs. Martinson attended the graduation of their son James at the State University of Iowa, June 3. James Martinson graduated from the college of dentistry there. Mrs. Martinson and Mr. and Mrs. James Martinson went on a trip to Michigan after the graduation.

Northern Montana Division

Max

A. C. BOWEN, superintendent, M. E. Randall, D. F. & P. A., George L. Craig, T. F. & P. A., and A. M. Maxeiner, agent at Lewistown, attended the Montana Stock Growers Convention at Butte. The meeting was addressed by President Scandritt. He was accompanied on his special train from Chicago by his official family.

The first wool of the season was delivered to the Milwaukee at Lewistown June 10.

D. V. Phare, our hustling agent at Danvers, will load a carload of wool at that point during the month of June.

W. M. Anderson, roundhouse foreman, has been transferred to Miles City. Mr. and Mrs. Anderson left for New York City to visit their daughter, Mrs. Wayne Loveland, before taking up their home in Miles City.

J. P. Leahy, who has been in charge of roundhouse work at Mobridge, has been assigned to the position of roundhouse foreman at Lewistown. Mr. Leahy moved his family here from Harlowton.

Percy Gottlieb from the office of auditor of investments, Chicago, is in Lewistown checking over A. F. E. work.

J. Fred Fant of Denver, Colo., has taken the position of assistant accountant in the superintendent's office at Lewistown.

Mrs. O. J. Blatter is leaving for Los Angeles, Calif., for a visit.

Mrs. H. A. Bertram and family of Great

Falls, went to Billings for a two weeks' visit with relatives.

Mr. and Mrs. O. M. Edsill and daughter, Lillian, will spend a month at Los Angeles, Calif.

Miss Noma Gilham, daughter of Engineer R. B. Gilham, left with her aunt for Oshkosh, Wis., where she will spend the summer.

Brakeman G. R. Haines and daughter, Glydys, will spend their vacation with friends at Seattle.

Mr. and Mrs. E. B. Cornwell are spending their vacation with their daughter, Mrs. Cort. Bowen, at Bozeman. They expect to attend the opening of the Park season at the Gallatin Gateway Hotel.

Rex Konbe, who has been agent at Judith Gap, has returned to Lewistown, where he will resume his position as relief train dispatcher, and will be employed for some time while the other dispatchers are taking their vacations.

A. J. Haskell, who has been attending St. Charles College at Helena, is working first trick at Lewistown Yard.

Mr. and Mrs. Wm. Touhey left for Detroit, Mich., where they will spend considerable time visiting with relatives. "Bill" will certainly enjoy the time off from the heavy Winnett Line run.

Dubuque Division

E. L. S.

MR. AND MRS. C. E. KINNEY are the proud parents of a new baby girl, Patricia Darleen, born May 13.

The eldest daughter of F. E. Eckstein, trainman's timekeeper, was very ill with pneumonia during May, but has now almost completely recovered, we are happy to say.

The Milwaukee Women's Club held an evening boat excursion May 16. The weather was quite cool but there was a good crowd in spite of this.

The change in train service, Wankon Line, effective May 12, has made a great many changes on the entire division, especially the branch lines. Conductor J. E. Grice displaced on the Wankon Line was awarded position as Conductor on trains 82 and 83 on Cascade Line, and J. A. Broskey has taken trains 94 and 95 on main line. D. H. Laury received position as conductor on Wankon Line trains, and J. M. Cassidy is now conductor on 9 and 30 in place of Mr. Laury. There are also numerous other changes in train and engine crews.

Two special trains were handled on our division recently. The Zurah Shriners' special from Minneapolis was run over our Division May 30, and the Milwaukee Association of Commerce Good Will special, June 5, and both were well handled on this division.

Elmer Schwinn, clerk in superintendent's office left for Chicago, June 7, to take a temporary position for about 30 days in Mr. E. W. Lollis' car, relieving the regular employe on account of sickness. Ferris C. Cooper of Lansing, is relieving Elmer during his absence.

Rudolph Schrader has given up baggage job on trains 3 and 4 with Conductor Welsh and is working as brakeman on this same run.

On account of injury sustained to his hand during May, Sam Hess, train baggageman on trains 9 and 30, his position was bulletined as

a temporary position and Geo. S. Mehling was assigned to the work. Mr. Hess is in Cleveland visiting with his mother until he recovers sufficiently to return to his work.

Robert Carpenter, station baggageman at Dubuque passenger depot has taken a six months leave of absence. He is being relieved by Jos. Genz from the freight house.

Conductor J. D. Welsh was on the sick list for several weeks latter part of May and fore part of June, relieved by L. E. Dunham.

We welcome Wm. Reilly, B. & B. foreman, back to our division.

Engineer F. H. Morgan and wife are sojourning in New York City.

SAFETY FIRST ITEM

B. & B. Foremen Sullivan, Reilly, Wacker and Snyder, Dubuque Division, have had no reportable injuries in their crews since January 1, 1929.

Ed Doran's feelings were somewhat hurt inasmuch as he did not receive honorable mention in the freight house news. We take this means to inform dear little Eddie that he has not been forgotten and we will see that in the future he will receive everything that it is possible to give him.

The efficient night clerk, Harold Shea, cancelled the order for the automobile and is now in the market for furniture. We have been unable to figure out just when it is going to take place but imagine: "It won't be long now."

Henna Stafford recently made a trip to Chicago. We cannot state just what he saw but he evidently had a good time. Report has reached us that he was seen in a burlesque show. Naughty! Naughty!

Myron Newman, the car clerk, still reports not being sold on a radio, but we have not interviewed the Missus yet to see just what make of radio she will buy. Myron will probably compromise and buy whatever make of radio she says.

Since the last edition Mr. Duffy's ball playing has not improved to any great extent. Understand that the last game he played he had but four errors. We cannot understand just why he insists on having his wife present, when every time he plays the team is defeated.

Nibs Whelan is still directing the Green and White ball team from the bench. I understand their percentage is a little better than the "Milwaukee Freighters."

Per McK has not yet made his southern invasion. It has been a yearly occurrence for the past five years for Mac to visit New Orleans. We have been unable as yet to get a picture of the attraction but suppose it is keen.

Roland Ralston has been displaying some of the finer points of art, in fact he has shown his ability on a number of sketches which he recently gave the boys in the office a chance to look over.

Martin Jaeger, called "Baldy" for short, reports everything quiet. We do not know what he means, but take it for granted that everything is O. K.

Jay Brady has been confined to his home due to illness, but at this time he is fairly well on the road towards recovery.

Merrill Pregler, known as the manager of the Milwaukee Freighters, has been unable to produce a win out of ten starts. He has shifted the line up after every game but apparently without results. We have come to the conclusion that he is using too many veterans or, in other words, has been.

Any suggestions for the betterment of the team will be appreciated, as I understand Merrill has received considerable razzing, not only from the outside, but from friend wife, on his ability as a manager.

CLASSIFIED ADVERTISING

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

FOR SALE

For Sale—Blue Beverens and Chinchilla rabbits, from prize winning stock. Pedigrees furnished. Prices on application. M. P. Valentine, Agent, Cross Plains, Wis.

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

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

For Sale—Summer resort lots in Northern Wisconsin. Near many lakes and rivers. Fine fishing, bathing, hunting. Price, \$15.00 per lot. Warranty deed given with each lot. Write A. L. Weitzenfeld, 4938 Carmen Ave., Chicago, Ill. Phone Pensacola 6427.

For Sale—Chinchillas from Stahl's Gold Certificate Registered and Pedigreed Stock. Does two to three months old, \$3.00; three to four months old, \$4.00; four to five months old, \$5.00. Bucks, \$1.00 less. Order from W. F. Van Gilder, Tomahawk, Wis.

For Sale—Crispette Machine. Original price \$350.00. Willing to sell for \$50.00. Good as new, easy way to make extra money in spare time. L. G. Atkinson, Dispatcher's Office, Wausau, Wis.

For Sale—Cocker spaniel pups, registered stock; color, buff. Also have a three-and-one-half-year-old registered female, white with buff ears. Proven breeder. Selling Chinchilla rabbits, bred does, \$10.00. Raise Silver Black Fox rabbits for your fur coat. All pedigreed stock. G. C. Meigher, Waukau, Wis.

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

Kansas City Division C. M. G.

A. E. LODGE, auditor of investment and joint facility accounts, and M. O'Brien, assistant auditor of joint facility accounts, were in Ottumwa on May 22 looking over joint terminal.

Due to the efforts of C. W. Rink, district passenger agent, a much needed depot has been installed at Foster, Iowa. It is rumored that plans are under way for a jubilee and depot warming to the new station on July 4.

Our chief dispatcher made an inspection trip over the division during the month of May on a motor car. We understand that the yardmaster at Chillicothe was very pleased with his visit and decorated him with a bouquet of pansies. Also, upon his return trip to Ottumwa on train No. 26, he was presented with a posy of flowers by the same yardmaster, who informed him that any time he would come to Chillicothe he would be as welcome as the flowers in May.

After an absence of three months, due to ill health, Roadmaster F. M. Barnoske returned to work on May 1, placed in charge of the Marion Line, while Roadmaster P. J. Weiland continues in charge of the Middle Division.

Engineer E. B. Jones has been taking instruction in "flying" and has already received license necessary to pilot an airplane.

Dispatcher R. O. Clapp spent two weeks during May visiting with his granddaughter, Mrs. George O'Gar, Minneapolis, Minn., and Dispatcher H. G. Barnard spent his vacation visiting with relatives in Lamar and Kansas City, Missouri.

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

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

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

For Sale—Mink—Ranch bred, dark northern, very prolific, domesticated and acclimated, high-grade stock. Fortunes have been made with these splendid fur-bearing animals, well deserving the name of "The aristocrats of furs." Booking orders for 1929 young, from excellent foundation stock. Suggest prompt inquiry. Write Henry Wanous, owner, Argonaut Mink and Fur Ranch, Olivia, Minnesota.

For Sale—5 acres Florida land, unimproved. Palm Beach Co., Tr. 42, Blk. 33, Plat 3. Around 14 miles from West Palm Beach and 6½ west of Lake Worth, Florida. Abstract brought to date. All taxes and drainage paid. Price, \$250.00. Geo. R. Lyons, 1615 4th St., Perry, Ia.

For Sale—Photographs of "The Snow-capped Engine" on Northern Montana Division. Price, 25 cents. Apply to G. R. Haines, Great Falls, Montana.

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

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

Lakeside Kennels offer high-class puppies from the best of blood lines and females strong in Champion Parbold Picador breeding. Several good stud dogs for sale and females. Beechwood My Pal in service. Ed. E. Norman, proprietor, Box 192, Stillwater, Minn. Phone: 1095.

Congratulations to Dispatcher John Alvin Sanford, who was married on June 1 to Miss Gertrude Morlock, daughter of Pump Repair Foreman James Morlock. The wedding took place at seven o'clock in the morning and Mr. and Mrs. Sanford departed immediately after for Denver, Colo. No doubt, our old friend John will do his "seven up" playing at home now and the boys around the Elk's Club will surely miss his smiling face. Don't forget the cigars and candy, J. A.

Dame Rumor has it that soon another one of our eligible young men will take the step. It is to be during the month of June, but we have been unsuccessful in securing the full details. However, Bill and Voucher Clerk C. L. Ward has put in the request for transportation for himself and the Mrs., and also requested the last half of June for a vacation period. He will be "a poor old married man" when he returns from his vacation.

Agent J. W. Calvert, Ottumwa, will attend the annual freight station section of A. R. A. Conference at Denver, Colo., June 18 to 21. J. Brown, Janesville; M. P. Graven, St. Paul, and J. W. Calvert have been selected to represent the C. M. St. P. & P. Railroad.

George W. Eads, old Civil War veteran, died at the age of 82 years, at the home of his daughter, Mrs. E. Ferguson, wife of agent at Muscatine. He had made this his home for over two years. Mr. Eads was a member of the G. A. R.

Yardmaster James Young, Muscatine, was in Kansas City, Missouri, recently, attending a meeting of yardmasters at that point.

The Store Department has just completed the work on the annual inventory. Helen Johns of Kansas City and Odena Swayze (Wadena Schmidley) of Columbus, Ind., have been working temporarily as comptometer operators, figuring on the inventory.

One of the prize cows of Floyd Leighton died recently. Mr. Leighton is connected with the Store Department and we understand has several prize cattle on his farm.

Seems Joe Meier of the Store Department, just can't wait until the whistle blows so he can go up the little hill at the roundhouse, West Yard, and get one of his favorite country sausage sandwiches.

Bill Slover of the Store Department, now has two speeds: "Slow and slower."

Mrs. W. C. Givens, sons Billy and Norman, departed on June 10 for Sioux City to visit with relatives and friends for several weeks.

A new power hack saw has been installed at Ottumwa roundhouse.

Shrine Special of eleven cars, handled over Kansas City Division on May 30 for Los Angeles on time.

P. J. Weiland's son, Peter, Jr., celebrated his first birthday recently.

Fuel Supervisor Dave Magunson of Milwaukee, visited in Ottumwa to inspect coal shed.

Machinist Helper F. Vaughn of Ottumwa roundhouse, attended the auto races at Indianapolis on May 30.

Roundhouse Carpenter J. Cundiff has a beautiful sunken garden at his home on Richmond Avenue, one of the most attractive to be found in the city.

H. Wandberg, boiler inspector of Minneapolis, made his periodical tour of inspection over the Kansas City Division. He now admits that the Kansas City Division has the prettiest girls on the entire system.

Mrs. M. P. Hannon is visiting in Dubuque, Iowa.

M. P. Hannon and H. L. McCaughey attended master mechanic staff meeting in Milwaukee on June 3 and 4.

Agent W. T. Schoonover at Laredo, recently had all his teeth extracted. His leisure time is now occupied in looking at new automobiles. We cannot connect the extracting of teeth with the buying of a new automobile, however, W. T. S. may be able to tell what the connection is.

The latest news regarding the condition of Engineer Rudolph is that he is improving. We are glad to hear this and hope he will continue to improve.

International Smoke Prevention Association Convention held in Kansas City May 14 to 17. Mr. Bjorkholm addressed the convention, which was attended by M. P. Hannon, E. R. Howard and D. R. Davis of the Kansas City Division. The Milwaukee Terminal in Kansas City registered a clean bill of health on the smoke proposition.

Tacoma District Accounting Bureau

K M O Broadcasting

MR. AND MRS. H. E. HATCH departed May 31, joining the Shrine pilgrimage to Los Angeles.

We are now in the midst of inventory and have the following comptometer operators: Ethel Jennings, Vivian Stebbins, Miss Kelley and Miss Clayton. Will be glad to welcome you again next year.

Gilbert Garrison, car department checker, is attending the Shrine convention in Los Angeles. Hope Gil doesn't visit Hollywood while there or the Car Department will be minus a checker.

F. B. Trout and wife had a narrow escape in an auto collision while riding one Sunday in May. We are glad to report neither were

badly injured and F. B. was at his desk Monday, not much the worse.

Mr. "Dick" Baughn is still our most ardent baseball fan, sees a game 'most every night.

Miss Olga Grothe left the 8th of June on her vacation, to be away the rest of the month. Her first stop was at Portland Ore., where she was to be bridesmaid for one of her girl friends. She will then visit her parents in Marmarth, N. D., and a brother at Green Bay, Wis.

Helen Amidon is looking forward in the near future to a visit with her brother's wife and children of Milwaukee, Wis.

Mr. E. P. Willey, auditor of expenditure spent several days at our office the early part of June.

Mr. Guy Bell, chief timekeeper, spends all his leisure time playing golf and has convinced others that it is the best sport. Walter Evans, Louie Bay and Cal Snyder will soon be wearing knickers.

Mr. F. C. Mason, proprietor of the North End Taxi, has converted it into a girl special, much to the envy of the other chauffeurs. (He has the approval of Mrs. Mason, however.)

Helen Amidon is taking her vacation during the month of July and will visit friends in California.

Mrs. A. N. Wyllys (Alice Furro), of Long Beach, California, made a brief visit to our office June 5. We were all glad to welcome her again on Puget Sound and were especially glad to meet little Marianne, just a year old. Several affairs have been planned to honor Mrs. Wyllys.

The May luncheon of the Woman's Club was enjoyed by the girls who attended, the June gathering will be a picnic at Lincoln Park and in July the members will meet at the country home of Mrs. Valentine at Steilacoon Lake. The girls who are members will sponsor a card party for the benefit of the club in September and we hope all the women and men of the Milwaukee Road will assist us. The following traveling accountants were with us recently: Messrs. Reid, Moody, Johnson, Kent and Hughes.

We celebrate the following birthdays in July: Olga and Dick Daughn, the 4th of July; Guy Bell the 11th and Harry Hatch the 13th.

The clerks will hold their annual picnic, Sunday, July 21. We hope for even a larger attendance than last year, to which friends are invited too. For place of picnic and other details consult Joe Mason, Mr. Boyd, as well as the officers, also stewards.

Clarence Turner will spend his vacation in June with the State Militia at Alford J. High-tower, Camp Murray, Wash.

Wisconsin Valley Division

Lillian

MR. AND MRS. A. E. VAN NORMAN are rejoicing over the arrival of a baby girl, Suzanne Carol, born May 15. Mrs. Van Norman was formerly Miss Edna Larson in the Freight Department.

Division Accountant H. O. Wheelock, with a few companions tried their luck trout fishing. Forty-one good-sized trout were caught by the party and they were all well pleased and spoke of the good dinners for sometime after.

Train Dispatcher A. W. Warner was delegated to deliver the pies to the picnic grounds recently, but we understand in some way or other, while crossing rather rough roads, the pies, while originally neatly stacked in the back seat, were found a trifle disturbed, and Dell much concerned. We think he got by O. K., however, as we understood that it was not necessary to substitute a dessert.

A 12½-pound wall eyed pike was on display at Joe's sporting goods store, same being

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VAUGHN & RAGSDALE
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MILES CITY

MONTANA

caught by C. H. Whaley, son-in-law of Mr. M. E. Millard. The fish was a fine specimen and attracted much attention.

Mr. and Mrs. D. O. Daniels have departed for a trip through Europe and expect to be gone about three months. D. O. D. promised to give us some notes upon his return which we are confident will be interesting.

A 6-pound baby girl was born to Mr. and Mrs. J. E. Whaley May 15. John was busy on the wires broadcasting the news and receiving congratulations, and he SAID he would be up with the candy and cigars.

Mr. R. L. Whitney, traveling accountant, spent some time in the superintendent's office making up a statement of the cost of operating Babcock branch line.

Mrs. N. J. McGinley was ill at the home of her mother in Tomahawk, but has returned to her home in Wausau and is recuperating.

"The Shopworn Angel"—sponsored by the Milwaukee R. R. Women's Club, netted a nice profit and the efforts of all who worked faithfully were well rewarded. Mrs. F. Slonski, Mrs. M. E. Millard, and Mrs. E. Czarnanski sold the greatest number.

M. M. Harrington and Mildred Conklin

spent a day at Chicago checking the seniority list.

Mrs. Clifford Flagel and son, Berton, visited with relatives at Laona, Mr. Flagel spending the week-end with them.

We heard that some of the people in our office were favored with large bouquets of arbutus from Tomahawk friends—we did not see them but the fragrance of the flowers told the tale—a clear case of "Say it with flowers."

Superintendent B. H. Hoehn, O. H. Czamanske, L. R. Boetscher, E. Callahan and Mr. R. L. Whitney made an inspection tour over the Lynn Line and were caught in a slight rain storm. It seems none of them were aware of this fact until Mr. Whitney told them he was going into the caboose to dry his socks—we understand it was a wet party, all scrambling around trying to get their clothes dry.

Mr. S. J. Farley, time inspector, was in our office for a day during the latter part of May.

Mr. and Mrs. Ed Czamanske and daughter, Cloris, are attending the graduation exercises at Chicago, in which their son takes part at the Concordia Seminary.

On June 6th No. 103 rolled into Wausau on time with 14 cars—the extra sleepers and coaches carrying passengers attending the A. P. & P. M. S. A. convention held at Wausau June 6-8.

Miss Mary Linehan, daughter of Conductor John Linehan, who is attending St. Teresa's College at Winona, Minn., took part in the opera presented by the Choral Club. The group presented "H. M. S. Pinafore" a Gilbert and Sullivan opera, and Miss Linehan played the part of sergeant of marines.

Oscar Reichl holds the local wall eyed pike record for the season, having landed a 13½-pound specimen from Lake Wausau. The fish measured thirty-three and one-half inches in length and was one of the most perfectly-shaped and colored specimens ever taken here.

It was taken on light tackle and was landed without net or gaff after a hard fight.

Mr. and Mrs. Art Hoerter and Mrs. Schultz, mother of Mr. R. D. Schultz of Star Lake, spent Decoration Day at Star Lake. While there they took advantage of the opportunity to fish and Mr. Hoerter caught two wall eyed pike weighing 11 pounds each, and Mr. Schultz followed in Mr. Hoerter's luck and also pulled up two weighing exactly the same number of pounds; the party also had 8 pike ranging from 15 to 18 inches in length. The following day Mrs. Hoerter caught a three-pound pike, being her first fish of the season and she enjoyed the pleasure of a good battle landing it. Mr. Hoerter also land a 14-pound muskie measuring 38 inches. It was a happy party that returned to Wausau with a real display of fish.

Mr. D. W. Kelly and Mr. P. C. Hart made a trip over the division last week.

Safety First meeting was held at Merrill with the usual large attendance. These meetings are very interesting and are always looked forward to by the men who say it makes practicing SAFETY FIRST an important factor.

Iowa (East) Division and Calmar Line

J. T. Raymond

NEWELL HAYES, baggageman on the Cedar Rapids-Calmar run, is spending a few weeks visiting relatives in Indiana. A. R. Talbott who has been braking on Nos. 19 and 8, between Marion and Chicago, has taken the run made vacant by Mr. Hayes.

Conductor Ed Templeton is taking a vacation from his duties on Nos. 19 and 8, between Marion and Chicago, and is spending his time making a garden at his home in Monticello.

Billie, the three-year-old son of Conductor R. A. Armstrong, suffered a fractured skull and

a mashed left hand, caused by a tree which was being cut down falling on him. He is thought to be out of danger at this writing, but it will be necessary to amputate his ring finger due to the tendons being severed.

Brakeman Elmer Fisher received word that his sister was seriously injured in an automobile accident and not expected to live and left at once for Montevideo, Minn. Another sister, Mrs. Joe Duulap, wife of labor foreman at Atkins Yard, accompanied him.

Passenger Brakeman C. E. Farrington was called to Winchester, Ill., owing to the death of his brother. The Magazine extends sympathy.

Bruce Nichols, brakeman on Nos. 90 and 97, between Monticello and Oxford Jct., was off duty several days due to sickness.

Conductor Frank Lafferty laid off a few days to go to Dubuque to see his son, Harold, graduate from Columbia College. Conductor B. C. Burrows relieved on the 11:20 P. M. service train.

Conductor F. B. Cornelius and Brakeman R. C. Seager were in Chicago, June 18, on committee work in connection with the O. R. C. and B. of R. T.

Switchman E. F. Colby received a sprained ankle due to slipping off a box car while in performance of his duties in Cedar Rapids Yard.

Miss Idelle Fullerton has been transferred from the clerical position in Roadmaster Barneske's office at Marion to the position of expense clerk at Cedar Rapids freight house. The Marion force very much regret to see Idelle sever her pleasant relationship here, but Cedar Rapids is only about nine minutes away and we hope she will visit her friends here often.

Blanche Corwin is working in Roadmaster Barneske's office pending assignment of regular clerk.

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A CLEARING HOUSE BANK

Mr. and Mrs. Jay L. Franz of Chicago spent Decoration Day with relatives and friends in Marion.

Mrs. Chas. R. Cornelius of Council Bluffs passed away May 27, after a lingering illness. The funeral and interment was at Council Bluffs. Mr. and Mrs. Cornelius resided in Marion some years ago previous to moving to Council Bluffs. Many friends at Marion and on the Division deeply regret the news of her death and extend heartfelt sympathy to the family in their bereavement.

N. R. Beall passed away at his home at Rock Island, Illinois, at the age of 69. Mr. Beall was a locomotive engineer on this division for a number of years, retiring about ten years ago on account of ill health, moving to Rock Island. He is remembered as being a very friendly type of man and his death is much regretted by old-time friends on the division. The Magazine extends deep sympathy to the bereaved family in their loss.

Engineer Roscoe Stevens came home to Marion from Chicago, May 18, for a week to attend the graduation exercises of his daughter, Iva. He is improving slowly.

Word was received here of the death of Frank T. Fox at a hospital in Seattle, May 26, and the interment was made at Minneapolis, May 31. Mr. Fox was formerly chief dispatcher and trainmaster at Marion and was held in very high regard by all the employees. The news of his death is much regretted by the veteran employees on the division who worked with him when at Marion. Mr. Fox is survived by his widow and three sons, Robert, Roswell and John E., who reside at Montevideo, Washington.

Agent J. N. Elsner, of Hale, was away for a ten-day vacation. Relief Agent F. E. Sorg, relieving.

Assistant Chief Operator R. Lee Taylor, of Marion, visited a few days with relatives in Illinois. Operator M. J. Marchant relieved him.

Chief Dispatcher and Mrs. H. C. Van Wormer are spending a month's vacation near Pequot, Minn., where they have a cottage.

Willis Jordan is acting chief dispatcher at Marion during Mr. Van Wormer's absence. I. S. Dove is on the relief job and E. E. Edwards on second trick.

T. J. Allen is on the clerical job in dispatcher's office at Marion for several months.

Agent M. E. Burns of Green Island went to Billings, Mont., to attend the funeral of a relative. E. F. Clausen acted as relief agent during Mr. Burns' absence.

Mr. and Mrs. J. J. Brown, of Montevideo, Minn., visited several days with friends in Marion. They used to reside in Marion and always receive a warm welcome when they return on these annual visits.

Mr. and Mrs. J. J. Early, of Marion, spent a short vacation visiting relatives in New York.

Charles Woodruff, of Savana, accompanied by his sons, Howard and Lawrence, visited with Marion friends.

Mr. and Mrs. Harry Meyer and Mr. and Mrs. Geo. H. Halsey attended the commencement exercises at Iowa State Teachers' College at Cedar Falls. Miss Marjorie Meyer was a member of the graduating class.

Agent F. N. Rathbun, of Elk River Jct., was off on a few days' vacation the latter part of May. Operator Ira Seeger relieved him.

O. J. Atkins, Sr. has been appointed second trick operator at Paralta and has moved his family to Springville from Delaware.

B. F. Haffner, second operator at Sabula, has been appointed third trick leverman, Sabula bridge.

A new time card taking effect on this division June 9 contains many important changes in passenger service.

A new addition to the passenger station at

Marion is to be built soon which will be used as an office building for all the division officials.

Agent E. E. Swartz, of Atkins, was away on a two weeks' vacation. W. D. Scheisser relieved him.

Conductor Frank Dlouhy, of Marion, Conductor Ed Zak of Oxford Jct., E. E. Edwards of Mariou, and O. R. Lambertson of Cedar Rapids, attended Grand Lodge, A. F. & A. M. at Burlington, Iowa, June 11, 12 and 13.

S. C. D. Notes

"F. B. H."

ETHEL CARPENTER surely is the "Early Bird" this year, she being the first one to take a vacation. She is now down in Kentucky and we hope the weather is a little warmer there than up here on Lake Michigan.

Bernice surely started something when she got her gang, consisting of Catherine, Helen, Harriette, Rose, and Yours Truly pepped up for a trip to Minneapolis. We went and had plenty of fun! Time and space are limited but just ask Bernice about taxi-riding in Minneapolis if you care to hear an interesting story.

Leona Schultz spent a very pleasant weekend in Madison with Alby Wittak Snapper.

Permanent waves are quite the thing of the hour—someone shows up each day with some new kind. May and Myrtle have very fetching ones—if you don't believe me, drop in and see for yourself.

Walter Marshall showed up one morning with a wrist looking like a color card in a paint shop. He says he is painting furniture—if there was any paint left for the furniture, why, we are sure it will look mighty nice.

The first Sunday in June was as cold as one as we have encountered all spring. In fact, it was so cold it made one think of football games, robes, etc., but in spite of the cold, Harriette sat out at Wrigley Field and watched the Giants beat the Cubs, and maintains that she enjoyed it, too.

Our Julia was in a dance recital given at the Schroeder Hotel recently, and we understand she is some little dancer. I'll wager that Amos was very proud of Julia that evening.

Hot weather dropped in for two days and immediately Bernice and Edith stopped at a barber shop and had their long tresses cut off. We all agree that short hair is much more becoming to both the girls.

Bernice "faw down, go boom" on her way home the other eve, and there was not a sheik in sight to rush over and pick her up. Even if there had been, Julia says he couldn't have gotten there quick enough because Bernice just seemed to bounce up. Now she is all bandaged up. Poor Bernice!

Something to think about—What was going through Mr. Haas' mind after Mr. Petran yelled at him one Saturday noon?

The Car Department held a very successful staff meeting in May. Pictures taken by the Milwaukee Journal photographer of the supervisors, also one of Mr. F. D. Campbell and his three sons, will appear in the August Magazine.

Erv Weber has returned to work after a tonsil operation—he says he feels fine now and wishes he had gone through it long ago.

Refrigerator Blues

The Wallflower
Button! Button

We've All Signed Up for a Button!

OUR own Jack Dempsey—W. L. Ennis (j'ever notice the likeness?) (Bob Weber says there's likeness when it comes to lending punch at a job!), is proud to announce that all of the employees of the Refrigerator Service Department have taken to wearing the ex-

quisite lapel button, typical of the road it signifies.

The employees of his department know that THE MILWAUKEE ROAD is par excellence when it comes to service, and have signed the pledge cards to back it 100 per cent at all times.

To Mae

We've not forgotten you. After our move to the Fullerton Avenue building, we became Memory Lane, but here's to you:

In broad American,
We lament
Whata sock
Yon've lent
Leaving us
Flat that way!

Vacations

Mary, first on the list, took a trip to Niagara Falls, then gave the home town a treat, spending the rest of her vacation in old Vincennes. It wasn't Europe but it was enjoyed just the same.

Claude went way down south "to hom'," to visit the folks and of course, the home folks planned a real homecoming for their gay tap-stepping prodigal. In his "howdy note" to the office gang he spoke of the round of whoopie parties in his honor, but even for a that, he managed to come back with a wonderful coat of suntan—real—not artificial.

Ellie was a real good girl. She divided her vacation with her mother, giving her mother a short trip and a few days rest. The rest of her vacation was spent in about town; we know and we bet she went in for an orgy of shopping, and we bet again, she went over to see how the old "U" Station looks—right?

Applesauce

We've been wondering whether Chief Everson weathered the storm at Ottumwa in the bicycle business. Rosie says: "Bicycles are too much out of date; why not invest in an aeroplane?"

Ray can't kick about the fresh air up here on the fifth floor of the Fullerton Avenue building. Now there's oxygen 'n' oxygen and still more of it!

Donny—?—(hold that brick), our little wisecracker, overhearing Ray being questioned about where he was going to spend his vacation, up and answers: "Oh, he ain't goin' to much of a place, but anyway Phoenix, Arizona is a place where 'Men are men, and women are terrible.'"

It takes Rosie to cool the ardor of persistent young men. She gives them the number of the Home for the Feeble Minded, when they keep on asking her for her telephone number.

Sparks from the East End of the Electrification

Adolph Knudson

JUNE, famous as the month of brides—the most romantic month of all the year. That month when nature bursts forth in all her splendor, is with us once more. It is also the month of national park openings, when, answering an uncontrollable urge, we travel great distances to view splendors of God and man.

Two local Milwaukee girls, Benlah Burrows and Beulah McBride, granddaughters of Machinist Lawton Burrows—now retired on pension—couldn't wait for June to arrive, so they were married in a double ceremony Decoration Day. Miss Burrows becoming Mrs. Albert William Edstrom and Miss McBride becoming Mrs. Henry Algra. Both couples will make their future homes in Earlton, and have the best wishes of their many friends for a happy married life.

The month of June, 1929, is of great moment in railway circles; on the ninth day thereof the faster passenger train schedules went into effect. The Milwaukee's crack coast train, the Olympian, now covers the distance between Chicago and Tacoma in 61 hours and 15 minutes.

The train schedules on the Lewistown-Great Falls line have been altered so as to make better connections with main line trains. The Lewistown stub has been changed to a Lewistown turn-around instead of, as heretofore, a Harlowton turn. All making for better service to the public. This change brings five new families to Harlowton.

Chief Inspector Pete Johnson chose Sunday, June 2, as the day on which to prove to the world that he is a fisherman as well as a "hoss" of car inspectors, by catching a 4-pound lochlaven trout—21 inches in length—at Lebo.

Teddy Glenn is visiting relatives at Kalispell, Mont.

Agent and Mrs. C. E. Steinhouser and family and car repairer and Mrs. Joseph Blackear and family spent a Sunday at Hunters Hot Springs. "Ciff" says the Model A he-haves just fine.

Mrs. George Phillippi, wife of Trans-Missouri fireman, is visiting relatives at Monona, Iowa.

Trans-Missouri conductor and Mrs. W. A. Rogers had as their guests for several weeks, Mr. and Mrs. Thompson of Aberdeen, South Dakota.

Warehouse Foreman and Mrs. Dale Middleton of Bozeman, had an enjoyable visit with friends and relatives here the forepart of June.

Of the twenty-eight graduates, class of '29, Harlowton High School, seven are members of the "Great" Milwaukee family. They are Calvin Derringer, Salutatorian; Beulah Burrows, Elmer Stewart, Helen Bysom, Frances Hendershott, Marjorie Grivetti and Walter Wagoner.

Trans-Missouri Fireman Earl Hogan is in service at the Miles City gravel pit, and his wife and little daughter Sundayed with him at Cowpuncherville, the forepart of June.

Wrecker Engineer and Mrs. Frank Dunn are visitors at Milwaukee, as these notes are written, Frank attending sessions of the board of adjustment, B. R. C. of A.

We have three new employees in our midst that I know of—there may be more—Lano Dunn, daughter of our wrecker engineer, graces the office of the Railway Express Agency; Miss E. Soderstrom, who hails from Deer Lodge, is an attractive and efficient addition to our Car Department force as clerk. The third newcomer is George Kvainne, blacksmith helper, who comes to us from Miles City Shops. To these folks we say welcome.

A wedding of interest to Harlowton folks occurred recently at Mobridge, S. D., when Miss Irene James, daughter of Trans-Missouri Conductor and Mrs. William James, became the bride of Dorsey W. Trump. Mrs. Trump attended the local schools for several years, and has a number of friends here who wish the newlyweds a happy, successful married life.

Nels Erickson, our traveling blacksmith, is again back at the forge much improved in health as a result of his visit to the Mayo clinic.

Just before returning to work Nels drank sulphur water at White Sulphur Springs, Mont., and dined at Harlowton. Making the swift trips from here to the Springs in his Erskine.

Harold Boerger, son of Gus. Boerger, section laborer, Sundayed in Bozeman recently.

J. P. Leahy, former night roundhouse foreman here, but now roundhouse foreman at

Lewistown, was here June 10, packing and shipping his household goods to his new location.

Division Store Keeper H. L. Stamp of Mobridge, S. D., paid us a visit on June 9 and 10. He was accompanied on the return home by Mrs. Stamp and her brother, Calvin Derringer.

Harlowton terminal was grieved and shocked on the morning of May 21, by the sad news of the death of Machinist J. C. Cathey, which occurred at the Miles City Hospital, where he had been taken for treatment 10 days previous, death being caused by heart trouble.

"Jack," as he was known to all his friends, entered the service of the Milwaukee as machinist at Three Forks, Mont., some twenty years ago. Transferring to Harlowton five years later, where he was still in service at the time of his death.

Burial was at Livingston, Mont., under Masonic auspices, May 25. A large number of Harlowton rails, every department being represented, attended the last rites.

The sympathy of Harlowton terminals goes out to Mrs. Cathey, and other relatives in this, their hour of sorrow.

"Red Hot Coals from the Racine and Southwestern Division"

By Leonard J.

THE division was shocked Tuesday morning,

May 14, when the word went around that H. H. (Hub) Meredith, agent at Union Grove, had died very suddenly. He had been in his usual health, but early this particular morning complained of feeling ill, and in very short time passed away, the victim of heart disease.

Mr. Meredith was born October 11, 1882, and at the age of 20 started his railway career with the "Milwaukee," as agent at Florence, Ill., on April 17, 1902. He worked there but a few weeks when he was transferred to Burlington, Wis., as operator and worked there until 1917, when he was transferred to Union Grove as agent, which position he held to the time of his demise. Although not personally acquainted with Meredith, I felt that I knew him as almost every day I heard his name spoken among the railway employees. It was said that no favor was too small or too large

to ask Hub to do, as his time was at the disposal of those who wanted something done for them. The people in the city of Union Grove were extremely fond of him, and on the day of his funeral, every business house in town closed, so that proper respect could be shown him whom they loved. Funeral services were conducted Thursday afternoon, and practically every man on the division who knew "Hub" and who could get relieved from work, went to the services. In commenting on the death of Meredith, the Racine daily paper states: "His friends were legion, and he had not an enemy." What more fitting words than these can be said of any mortal. Mr. Meredith leaves to mourn his loss, his wife and three children, Helen, 19, Florence, 16, and Edward, 13 years of age—also his mother, one brother and two sisters. The sympathy of the employees of the South Western Division goes to the sorrowing family, and the brother and sisters, and we mourn the loss of a valued friend.

We understand the train crew on the Senator run, have presented Conductor Matson with a new cushion for his chair. This is very nice treatment, Frank, but would advise you to be on your guard as some one may have an axe to grind.

It has been suggested that train No. 48 be made a daily train. It seems quite a few of our fellow employees would like to ride it on Sunday; all in favor of the idea see J. Callahan or S. Mallock.

Felix Raue and wife have returned from a two week's vacation spent in San Diego, Los Angeles and San Francisco. On the return trip they came through Salt Lake City and Denver. Felix says: "You cannot beat the 'Milwaukee' for meals or berths." (O. K. Felix, only would add you can't heat the "Milwaukee" on anything.)

Harry Zimmerman, who was section foreman at Beloit, has been promoted to roadmaster at Green Bay. Good work, Harry, we all wish you good luck in your new position.

Quite a bit of excitement prevailed in the superintendent's office recently, when everyone started looking for Loyd to have him sign for a special delivery letter mailed him in Beloit. He was finally located and spent a very enjoyable afternoon reading the contents.

V. C. Smith, our efficient agent at Delavan,

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Burnham Bldg.

CHICAGO

says there are a lot of fish in Delavan Lake yet. I make the statement that if he is as good at fishing as he was when he worked at Burlington, he should stay away from the water and give us a chance.

Plans are all made for the second annual picnic of the employes of the Racine and South Western Division. The picnic will be held at Delavan Gardens on Sunday, August 11. It was decided to finance the affair by solicitation among the employes instead of the usual method of selling tickets or chances; so far the donations have been coming in fine. It looks as though it will be better than last year. Arrangements are being made to accommodate 1,500 happy picnickers, and a good time should be had by all, as arrangements for the event are in the hands of J. Connors, chairman, Mrs. W. E. Gilbert, assistant chairman, and Leo Sullivan, secretary.

EVERYBODY COME AND MAKE THE PICNIC THE TALK OF THE DIVISION.

P. J. Koelsch of the Engineering Department, claims he recently purchased a Chrysler sedan because he liked the car, and not because of a red-haired girl, as was rumored. Our motto is a man is innocent until proven guilty, so we believe Mr. Koelsch.

We understand H. J. Beamish is soliciting funds for the picnic with vim and vigor. That's the old fight, Harry, it's boys like you that make these things a success.

Our expert car foreman, Zale Fulrath is driving a brand new Buick, when asked what he thought of the car he replied, "When better cars are built, Fulrath will drive them."

Snippy Clark recently made the statement that there was as much difference between low and high test gasoline as between real and near beer. Though several natives from the good old state of Missouri were present, none cared to make the test. So the statement stands.

The following agents represented the South Western Division at a meeting held in Milwaukee the first week in June: J. Connors, Beloit; W. A. Johnson, Rockford and J. Sweeney, Freeport.

The local chapter of the "Milwaukee" Women's Club held its last meeting on June 5 and will not meet again until the first Wednesday in September.

We understand Victor Cox, former ticket clerk at Beloit, who left over a year ago to take up duties in the Madison ticket office, has taken unto himself a wife. Good boy, "Vic," would suggest that you now get yourself appointed on the school board.



Seattle General Offices "The Cub"

NEWS is scarcer than the proverbial hen's teeth this month. Somebody is going to have to get married oftener, get in jail, break a leg, or something to create some scandal. We have been trying for some time to negotiate an elopement by Bill Santaire and one of his favorite elevator operators, but results are

np in the air. Bill's ladder is too short and he says he is a little afraid the fair one might mistake his meaning or change her mind and raise the cage while he is en route up to get her.

Doug. Haley, Mr. Bnford's secretary, and super sheik of the general manager's staff, reports a close shave several days ago, when he accidentally got working so fast that the excessive heat from his portable ignited matches in his coat pocket. The garment was removed, needless to say, in record time and the flames confined to one side coat pocket, causing only nominal damage. What a lucky thing that Doug. hasn't acquired the habit of carrying his matches in his trouser pockets.

Another fortunate feature about this accident was the fact that he was carrying his bottle of hair oil in another pocket thereby preventing a possible serious explosion.

Miss Loretta Scarp is the new steno in the hospital association, filling the vacancy created by Miss Mildred Beall's recent promotion (?) to the ranks of the housewives. It has been suggested that a large sign be hung on the door of the association reading: "Railroad conductors stay out" in order to forestall another tragedy such as befell Miss Beall.

Mr. B. B. Greer, President, New York Air Brake Co., formerly vice-president in charge of operations of this company, was a recent visitor in Seattle, spending a week among old acquaintances.



Miss Ruth Waller of the vice-president's office, returned just recently from a tour of California and the Grand Canyon, that wonderful excavation, reported to have been the result of a Scotchman dropping a nickel down a crack. Our friend "Mac" McLeod, however, points out that this story is utterly impossible, as he can't conceive how a Scotchman could ever drop a nickel, in the first place.

Ray Wallitner, recent addition to the General Freight Department ranks, has been appointed ex-officio chief of the Seattle fire department by proxy, and already knows every fireman by his or her name.

The Traffic Department's wizard, O. R. Taylor, commonly known as "Ortie," who performs mystic feats with statistics, is improving his education with a thorough night course in figures. After months of patient research Ortie has figured out that E. M. Stablein had borrowed his 2,786,856th match up to midnight, June 10. This, according to Ortie, represents a retail value of approximately \$278.65 and Stablein's overworked match dispensers are going to suggest that the total amount be set aside in a trust fund to educate the rising generation against the evils of match borrowing.

Dorothy Walsh, whose two major occupations in life consist of writing letters for Mr. Hicks and pleasing friend husband, will move to her country villa, "Tarrytown in the Maples," for the summer season. Mr. Walsh will preside at the urn.

Ye scribe is also preparing to move to his summer camp, "Pile of cans in the blackberry bushes" for the mosquito barrage. The Mrs., it is expected, will preside with the can opener. There is nothing so inspiring as to linger in the evening over an open can of Van Camps, inhaling that exhilarating tomato flavor, listening anon to the clams quarreling on the beach.

Miss Valerie LaFortune of the Passenger Department, accompanied by her mother, has started on a trip to Europe. Their itinerary calls for a tour of Germany, Czechoslovakia, Austria-Hungary, Switzerland, Italy and France, and will cover a period of several months. Mrs. Harris will handle Miss LaFortune's position during her absence.

Joe Bahl, movie director deluxe, with a group of hand-picked stars, journeyed out to Maple Valley last Saturday and shot a few hundred feet of film as well as a great number of still pictures for the newspapers, advertising onr new shortened Olympian schedule. The setting was a country station platform along about 1875, showing the old time local pulling in and disgorging a load of ye olde settlers, belles and beaux of that period. The ladies were real charming in their trailing skirts and pancake hats, but the men—Omgosh! what a picture! Vie Straus was afraid to venture away from the crowd lest the village constable might incarcerate him in the local hoosegow for a tramp; Eddie Doyle as the village fiddler, might have been mistaken for a road agent. Bill Santaire with his carpet bag and umbrella was pickings for the gold brick artists. The party was a great success for all except Ed Doyle, who got over-enthusiastic in the scene showing the disembarking from the train and reached over to kiss one of the beautiful belles in true Southern style. Ed is wondering now how he can keep his wife away from the movies for the next six months as this scene no donht might cause international complications at home which would be hard to explain.

Chicago Terminals Guy E. Sampson

AFTER attending to the business of keeping all trains on time is disposed of, and all concerned gather in the switch shanty for that 20 minutes and lunch, the conversation in these parts now usually is turned towards the anticipated changing of the Godfrey Yards and the building of the new motor factory out at Bensenville. It has been reported that in due time the yards between Mannheim and Bensenville are to be converted into the most up-to-date railroad freight yard in this part of the country. It sure sounds good and when the time comes for beginning the improvements we will, without a doubt, hear something definite from headquarters. The other project, that of building a gigantic factory just north of the Bensenville end of the yards is also getting its share of publicity. And already material for that 60 by 1,600-foot building is being brought onto the proposed site. The building is to house the machinery for the Willis Motor Corporation motor which is to be used in automobiles and aeroplanes. East of the factory and west of the C. N. W. Ry. tracks will be an aeroplane landing field of large proportions. Being so handy to the rip track and switchmen's shanties we are wondering just how long it will be before a great many of our employes may be seen coming to work in their own little plane. Wonders never cease and we may yet live to see that very thing. Even some of the Safety First committee may some day decide that the air is safer than the ground.

Cupid, we are told has had his eye on a certain stenographer in Mr. Hale's office and Elmer Kulenkamp, who is an electrician in the

terminal. Elmer being an electrician is used to receiving hot shots from live wires and we are told that even Cupid has to work very cautiously with him. But we all know that that boy, Cupid, never fails in any attempt he makes, so we are all assured that important information regarding the outcome of his activities are forthcoming.

Friends of the O'Keefe and Sampson families will be pleased to learn that Gerald Sampson graduated from the grade school into high school and Miss Grace O'Keefe finished her four-year course in High this year. Friends of their's on the Madison Division can remember them both as little tots only a few years ago.

The moving of the old Mallet type engines to Milwaukee where they are being converted into oil burners for use on the Coast Line, sure had its effect on Engineer Walter Jackson who, it was always understood, would rather run a "Molly" than any other kind of an engine, even though they paid more money than the others. Walter was really down-hearted when he saw his old friends being taken away. It was thought for some time that it might affect his heart entirely, but it has recently been discovered that regardless of how much he thought of his old-time friend, the "Molly" engine, since they have gone he has centered his affections on other articles of interest in West Wood and this no doubt was made possible from the fact that his attentions can no more be centered on the Mallet engines. Cheer up, Walter, brighter days ahead.

Everybody thinks that just because we haven't mentioned Pat Carey for a long time, that he is not here any more, but they are mistaken, for Pat is there every day, Sundays and all, and is still a real source of information, for he can answer any question put to him regarding the assigning of power and moving same.

Are you getting interested in Safety First? If not, just attend one of the monthly meetings held in Superintendent Whiting's office and you will get a hankering to join hands with the many employees who are interested. Wonderful progress has been made in accident prevention, but as long as any one gets hurt accidentally there is room for improvement and co-operation is needed.

Engineer Elmer Boldehuck underwent an operation for appendicitis at the West Lake Hospital the latter part of May. He is however recuperating nicely and by the time these lines are read in July issue of the Magazine, he will be back at work and perhaps occasionally seen on the ball field. Speaking of baseball, our employees are pretty well represented on the various teams in the terminal. For instance, on the crack Bensenville City team we have Boldehuck, Bayne, Grobe, Smethurst, Numer and the assistant manager, Buman, all regular employees; and Perlburg, V. Franzen, Capoot and Collins, all sons of Milwaukee employees. And this team has been playing some baseball. We are also informed that the railroad teams of different departments have been having some quite interesting games on the Mont Clare diamond after 3 P. M. several days per week. But no poor cusses working on the second track don't get to see them and those who do attend are so interested in the game they forget to take notes and send them to the correspondent. (Hope some of them see this and think it was meant for them.)

Yardmaster J. O. Capoot with his wife and daughter enjoyed a week-end visit in St. Paul recently.

Train Director James Burke took a day off one of those chilly days the fore part of June and accompanied his family to Fox Lake for the day. "Wow," James says, "twas no place for an ice cream snit."

James Kirby is still confined to his home, but enjoying his pipe and paper as usual.

Since "Kickapoo" has taken up the editing of the Bensenville weekly paper as a side issue he may be seen almost any time between midnight and noon scampering from place to place obtaining scoops for his paper. To get all the interesting events in a thriving town like Bensenville consumes a lot of time and as we all know he puts in a straight eight for the company every day we know he must be a busy boy. Guess we will have to see if we can't get some of his stuff for our Magazine column. How about it, "Kick?"

Engineer Art Murawska is sure interested in his wonderful peony gardens. The daily and weekly press has commented on his beautiful garden and his paid "ad" in the weekly Franklin Park and Bensenville papers has done much to cause sight-seeing groups to drive by his River Grove place and enjoy the sight that his blooming gardens present. No one fails to stop and inspect the place and they always get a lot of valuable information regarding the raising of "peonies" for Art sure knows all about them and is more than willing to give those purchasing plants from him the advantage of his many years study about peonies. Employees driving anywhere near Art's gardens should see them.

Miss Dorothy Roxburgh, stenographer in Trainmaster A. W. Herwin's office, has been on her vacation and is still absent as our items go to the editor. There is a rumor that she may decide on employment in the city near her home, but we will have to wait and see if it is really true, or if we are to keep our jolly co-worker in our midst.

Mrs. Ruth Stevens, who before her marriage was a stenographer in the assistant superintendent's office at the North Hump, drove out to the Hump one afternoon this month and visited all her old chums who are still at the office. Oh, yes, she had a new baby boy with her. Wanted to show him where mamma used to work in her girlhood days.

We have been offered a big reward for information disclosing who our informant in regard to activities on the South Eastern is, but none of the boys will acknowledge, even for the fabulous sums offered, that they are the "IT." Well, any way, nothing is ever said that will cause any one else to look down on that busy piece of Milwaukee property. We recently checked up one day's business and found that the S. E. Division had delivered 410 loads and 75 Mts to the Chicago Terminals between 2:35 A. M. and 5:35 P. M., and that we were only 15 cars behind them, having sent them within 10 cars, as many as they had delivered, but to be sure, the southbound business carries more empty cars on account of getting the coal empties to the mines. The city business from that division has increased until every day brings more than one hundred loads over the S. E. Division for the city of Chicago besides the company coal and commercial cars going beyond this city and destined to almost every large city from here to the Pacific Coast. And so we may say to all you brothers on the S. E. bring on your business and at the same time all the items of interest you can observe and we will handle both.

Those who took early vacations are back and now they envy those who have yet to enjoy their annual vacation.

Home building in Bensenville, by terminal and road division employees, has begun for the summer. Several new homes are already under construction and Engineer Al Born has his beautiful home completed and has moved in already.

H. & D. (East) Division

Maude Hamlin

SOMEHOW you can't tell whether we may not be running a Northern Pacific Railroad of our own lately by the looks of the trains on

SPECIAL OFFER

For 100 Milwaukee Employees

As a special offer we will sell 100 of these lanterns to Milwaukee men at cost, with not one cent of profit to ourselves.

Greater Candle Power—Stronger and better diffused light—Sturdy Construction.

Burns eight hours on eight ounces of Carbide with only one filling of water.

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

Light Where You Want It



Porto Light

On the job there is no substitute for steady light—plenty of it and where you want it.

For work underground, for night construction, loading, railroads, etc., or work on dark winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full even beam of over 5,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.

The National Carbide V G Handy Light

Like the Porto Light, the Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.



Handy Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation, 342 Madison Ave., New York.

Gentlemen:

Please send me complete information about your special offer CARBIDE LANTERN.

I am a on the (Occupation)

..... of The Milwaukee (Division)

Name.....

Address.....

.....

our tracks. The Northern Pacific have been using our line for the past week, and we have all the way from one to three sections of every passenger train both east and west.

Our agent, Dave Fisher, was, as usual, the first to find out that we had a couple of rather distinguished visitors on our platform about a week ago. I did not learn their names, but they were from Montevideo, in South America, mind you, and had stopped off on purpose to look over our little town, which claims to be the "Only Montevideo in North America." Mr. Fisher promptly handled the situation and the visitors were shown about town and entertained until time for No. 16, when they departed for Minneapolis and eventually for their home. They had their pictures "took" standing in front of the "Montevideo" sign, with the chief of police in the center and Agent Fisher standing aft. They were presented with some pretty souvenirs of our little town to show to their friends away down in South America.

Our agent at Watson, Minn., comes through with the following item: Born to Agent and Mrs. A. C. Gilhoi, of Watson, Minn., on May 23, 1929, a baby boy. Gil says he will be able to take things easy after awhile—the boy will look after things for him. Congratulations.

The paint crew has been organized and is in full sway now, painting the ice house, freight depot and dispatcher's office at Montevideo first off the reel, then to Bird Island and other East H. & D. stations to doll them up a bit.

This is the time we all sort of begin to plan our annual vacation. Think the writer will make the usual trip to the Pacific Coast. And, by the way, I forgot to tell you, I am going to have company on my trip this year. Miss Myrtle Brown, our chief timekeeper at Aberdeen is going to take the trip with me—think about the 21st of July.

The gravel pit at Appleton will probably be ready for service June 15 and the gravel will be flying in all directions the first of next week. At least that is the intention now.

I omitted to include the following notes in the last issue, had so many papers, etc., on my desk, guess I just overlooked 'em.

Operator W. T. Stielow at Tower E-122 got some business for the Milwaukee by routing a passenger of Maynard, Minn., over our line to Chicago on train No. 16 instead of over the Great Northern, Maynard to St. Paul.

On March 26, Engineer Dugan, while in helper service at Minnesota Falls, noticed a brake beam down on train No. 63 and had the train stopped at Tower E-122. This may have caused a serious derailment as beam was found dragging on the rail.

Roadmaster Natzel has been sort of canvassing for the Women's Club. He has succeeded in securing thirty-eight new members for that organization, for which I am sure they will be very thankful to Mr. Natzel. While it is true that this important organization has to be brought to the attention of the railroad families in this way, everyone should belong and help the local club in their relief work, and should volunteer their membership and their services, rather than be solicited. Wish everyone would hear this in mind and next year renew their memberships direct to the secretary of the club. We can do a lot of good by belonging to this club.

Contractors are paving Highway No. 12 from Brownston to Chaska, paralleling our line. This will make a nice highway into the cities, or very close to them.

Cad Schmitz is going to Lake Winnebago, or some such name, for his vacation, and Percy Bradley will be acting night roundhouse foreman in his place. Percy is now acting day foreman at Milbank, relieving Carl Leonhardt, who is on his vacation. In this connection, will say that Foreman Dollarhide has promised us some big northern pike when he comes from

this vacation, at the above mentioned lake, and we hope he doesn't forget his promise.

W. E. Dunlap and wife took a day off in June and got tangled up with a tornado near Waseca, Minn., June 10. There was considerable property damage and loss of life in that territory, but Walt came back to us safe and sound.

A. C. Howell and Frank Fowler, passenger brakeman and engineer, respectively, have proven up their papers and become Compatriots in the Sons of the American Revolution Chapter at Montevideo.

Yard Foreman Hazeltine and Assistant Chief Dispatcher Dunlap attended the Fortieth Annual Continental Congress of the Sons of American Revolution at Springfield, Illinois, in May. They were accompanied by their wives, of course. They report a very enjoyable trip, which included luncheons, banquets, dancing, reception at the executive mansion, teas, pilgrimages to the various Lincoln shrines and wound up with an out-door southern barbecue and hurgoo, at Old Salem State Park and a golf tournament at the Illinois Country Club of Springfield.

Sorry to report that Geo. Hart, who has acted as engine hstler at Montevideo roundhouse for a number of years, is not on duty on account of suffering from an internal goitre which has hothered him for some time. He expects to go to Chicago and consult Dr. Metz, in the near future. We all hope Mr. Hart will come back much improved and on the job in a short time.

Madison Division Notes

W. E. F.

OUR deepest sympathy is extended to the family of C. L. Totte, roundhouse foreman, whose wife passed away Monday.

She leaves besides the husband, six children, five daughters and one son, the oldest 19 years, and youngest only one week. The body was taken to Tomahawk, her former home for burial. Mrs. Totte was a very active member of the Women's Club and everyone is very shocked and grieved over her death. (The picnic which was to have been held Saturday, June 14, has been postponed on this account.)

We also extend sympathy to John Higgins and family, whose loving wife and mother passed away quite suddenly at her home in Janesville this week. Mrs. Higgins was another hard working member of the Women's Club at Janesville and the members are going to miss her very much.

The male faction of the office forec, whose picture appeared in the Magazine last month, says it should have been named—"The Hungry Five," and not the "Office Sunshine." Well, maybe, they should know how many eats they have to supply during the day.

Well, believe me, this "Committee of Ways and Means" is glad that the five dollar gold piece was claimed by one—Mr. Wm. Cunningham, a patron of the freight house. And the forces around here were positively convinced that there was really and truly "one such piece of money" in existence.

Harriet Mulligan is sporting a new Ford coach—sure classy, Harriet.

Congratulations to Mr. and Mrs. John McGilligan on the birth of a baby daughter, born the 29th of May.

A large Safety First meeting is to be held at Janesville, June 14. Many from here are planning to attend. The Milwaukee Road is certainly doing everything to eliminate personal injuries. Safety First bulletins are being sent out from this office every day and everyone is being keyed up to practice "SAFETY FIRST ALWAYS"—It pays, pays and pays.

The many friends of Tom Fox, engineer, Janesville, are glad to hear he is able to be around after undergoing an operation at Mercy Hospital.

Tarp took his coat off one day this week and we all thought spring was here—but no—it started toward zero hour and he refuses to remove it again until it's 90 in the shade.

Fred Liegois is showing all kinds of cuts and bruises on his hands. He says his garden did not grow up "Just like Topsy," it is the result of strenuous hand labor.

The Milwaukee Women's Club gave a very enjoyable card party at the club room, May 23. Lunch was served and prizes for bridge won by Mr. and Mrs. Fred Liegois and Mr. Vanderhiele winning first prize at 500.

Mr. Liegois says he does not see how anyone would buy 10½ size in hose. Well, Burnette only had Erv's size to go by.

Chauncey Corcoran, working the early switch, was so afraid he would be late in the A. M., so stayed all nite in the flagman's shanty—so all he had to do was step right out on the job.

Gertrude Beil, stenographer, cashier's office, has resigned, Mrs. Young taking her place.

Miss Burnette Thysee, who has been with us for a number of years is about to leave us and give her services to one man only.

At a shower the other evening she received a clothes basket chuck full of all kinds of gifts and she certainly will have to feed us when we visit her, as she received all the utensils needed. With these gifts—go all the good wishes for happiness and prosperity and everything else that goes to make matrimony a happy journey through life.

Ervin Garner, conductor on Madison Division is the lucky man, we congratulate him on his good taste, but we will all miss Burnette.

Anybody who would like to get some real classy "So-and-Sos" will consult Roy Cross—he knows just where you can get the right thing. Classy, but inexpensive, floral designs, etc. He will tell you all about it.

Margaret McGrath attended a very swell wedding Thursday, and I think she has a "Jnne bug in her bonnet." Wouldn't be surprised to hear something's happening any time.

S. M. (West) News

B. B.

WE wish to take this means to extend our sympathy to Frank Bloom and family in the death of Mrs. Bloom, who passed away at her old home at Fountain, Minn.

We can now say that Mr. Ed. Lucas, agent at Chandler, Minn., has taken to himself a wife. This is what we predicted three months ago and here is wishing them much joy and a long and prosperous life.

Our crossing on Egan avenue here at Madison, S. D., has just been completed. It has been paved with Kyrock which makes a very good paving.

Mr. Chas. Kaisersatt has been very busy with the new Weed Burner which has just recently arrived. He has completed first and second burnings north and west of Madison.

Mr. Hubert Sheldon had an operation for appendicitis about a month ago. He has recovered and expects to return to work soon.

Some time ago Roadmaster Kemp was telling a story of seeing a wild duck and a wild goose near the roundhouse at Madison. He claims that he caught the duck and took him home and returned and got the goose.

F. G. Barr, agent at Colman, went to Okabena to attend the exercises, when his son graduated.

H. J. Bennet, agent at Fedora, was off for a few days, visiting friends and relatives.

Jas. Snyder, agent at Flandreau, laid off for three weeks. He made a trip over the division during that time on O. R. T. work.

P. E. Berg is working the operator's job at Madison during the dispatchers' vacations.

Pete Nerdahl has made a fine looking park north of the depot at Madison. He has flowers planted and will make a big improvement. He was nearly heartbroken when a recent wind storm broke off one of his best trees.

G. A. Van Dyke conducted a Safety First meeting at Madison, S. D., June 11, with a large number of employees present.

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

"Willie"

NOW that the new time card is in effect "Everybody keep in the clear" and make this an "On Time Division." Let's go!

Engineer Frank Hyde has returned from a trip to Ontario, where he visited relatives and old friends.

Conductor Frank Walters spent two weeks in and around Minneapolis and Duluth.

Conductor R. L. Flinn made a business trip to Chicago about the middle of May.

Operator Hoover has come home again. He has been playing the part of the Hermit over in the sticks since the third trick at Drummond has been closed, but now that the third has been put on again he has taken it.

When the new time card took effect the runs were re-bulletined and J. A. ("Owl") Drake and Frank ("Whitie") Buhrman, who have been on the Bonner switch run for a number of years came out and made themselves known and are now full-fledged passenger men.

Fireman J. E. Schechter has also signed up for passenger, leaving the Avery helper that he has held the past ten months. Now Mose Alexander and Percy Harnaek are looking sour when they sit on the freight trains and look at the fast cars go by. Engineer Millegan has taken an east end turn.

Mr. Chas. H. Hoffman who recently left Deer Lodge to work on G. N. electrification at Wenatchee, Wash., paid us a visit June 8, when he returned to take Mrs. Hoffman and son Jack to Wenatchee.

Our west-end enginemen seem to be losing their daughters fast this month. Gladys Alexander, daughter of Walter Alexander, was married, June 2, to George Lutes of Bozeman, where they will make their home. Gladys Cushing, daughter of David Cushing, is to be married this month to William Crater of Salt Lake, where they will make their home. The best wishes of the division go out to both these young couples.

Mrs. Ann Whaley of the superintendent's office, is spending a three-months vacation in California.

Percy Gotlieb, formerly of the superintendent's office force, paid us a visit the first of June while working on inventory. We were all glad to see Percy again, and hope he will come again.

Al Pentecost, general foreman at Tacoma, paid us a visit on June 10. Come again, Al, we are always glad to see you.

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

JUNE is the month of joy, of roses, of bird-song, of brides, showers, weddings and the glad some promise of happy homes and hopes. Cupid has been more than busy among the younger members of our railroad family and as a result, wedding bells will be ringing quite frequently this month. We neglected to state in the last issue of the Magazine the marriage of Miss Leona Marshall to Mr. Leo Larson, which took place during April. The happy couple are making their home with the groom's parents on a farm south of town. Now we are going to tell you about the showers and then the weddings. Mrs. A. Chamberlain entertained at 7 o'clock dinner on May 30 for three of our railroad girls, Miss Ray McCauley, Miss Irene James and Miss Bernice Steinstra, who will all be June brides. The decorations were lovely and this party was in the nature of a kitchen shower, the girls receiving many lovely and useful gifts. Another lovely shower was given at the Hawthorne home on June 3 by Mrs. Lottie Hawthorne, Mrs. Isabel Kerwin and Miss Marjorie Hawthorne, honoring Miss Ray McCauley, whose marriage takes place June 29. She was presented with gifts of glassware and china. A pretty June wedding took place at the home of Mr. and Mrs. Wm. James on June 3, when their daughter, Irene, was united in marriage to Mr. Dorsey W. Trump. A wedding dinner was served at the Freemore apartments and they left immediately on a trip to Minneapolis, Sioux City and Omaha. They will be at home to their friends after July 1, in their apartment in the Brown Palace Hotel. Another pretty home wedding of interest took place at high noon, June 4, when Miss Ruth C. Miller, daughter of roadmaster and Mrs. Ora Miller, became the bride of Vernon L. Lent. This happy couple left by motor for McCracken, Kansas, where they will make their home. We extend hearty congratulations to all these young people and wish them every happiness in the world.

It is with deep regret that we write of the death of Engineer Ernest R. Carter, who passed away May 14, after an illness of five months with heart trouble and complications. Deepest sympathy is extended to the wife and three little sons who are left to mourn his loss.

Mr. and Mrs. Thos. McFarlane and Mr. McFarlane's father of Austin, Minnesota, spent a few days here visiting Miss Gladys McFarlane and friends.

The new spur leading to the Mobridge Grocery Company has been completed and our efficient yardmasters and switchmen are sure giving good service in getting the cars spotted.

Agent R. S. Lewis left May 17 for Duvray, Minnesota, where he visited relatives for a few days, then left for Dallas, Texas, where he was sent as a delegate from the Mobridge Rotary Club to the annual convention of the Rotary International, which was held there May 27 to 31. Mr. Lewis reports a very fine time and had the pleasure of meeting delegates from the clubs in all parts of the world. Fifty-two countries were represented as well as every state in the Union. He also served on the transportation committee of the vocational service section. It was a very interesting and instructive trip.

We are glad to know that Mrs. J. D. Marshall, who recently underwent an operation at a Wausau, Wisconsin hospital, is much improved in health.

Miss Ruth Moran, who has been attending St. Benedict's Academy at St. Joseph, Minn., is spending her summer vacation with her parents, Mr. and Mrs. Wm. P. Moran.

Mr. and Mrs. Frank Schneider spent Decoration Day and the week-end visiting friends in Minneapolis.

Beginning June 7, the Northern Pacific Railway has been running their passenger trains over our line from Minneapolis to Terry, on account of the heavy rains in Montana causing their tracks to wash out. This has created a stimulation in the passenger business, also giving our dispatchers and carmen a good workont.

Engineer Jim Taylor and son, James, left June 10 for Chicago to be present at a family reunion there.

P. B. Strickland, formerly claim adjuster for the Trans-Missouri Division, passed away at his home in Seattle on May 31. He had many friends on this division who regret to hear of his passing.

Mr. and Mrs. "Red" Richardson are spending their vacation motoring to Kansas City and other points.

We understand that the latest mode of transportation at Marmarth is by boat, the heavy rains having caused the creeks to overflow, flooding the city; in fact, the old-timers say it is the worst flood in the history of Marmarth.

Larry Hourigan, Jack Fuller and Mrs. O. P. Vachreau motored to New England, N. D., on May 24 to attend the graduation exercises at St. Mary's Academy, Miss Delsia Hourigan having finished the eighth grade. Miss Delores Vachreau, who has also been a stu-

PREVENT CLAIMS

In addition to refrigeration as produced by placement of ice in bunkers, lettuce and commodities of a like nature require that ice be placed directly on the article and on top of crates to prevent wilting and deterioration. To prevent water, from this melting ice, from remaining on floor of car, with resultant damage to floor, insulation and side walls, some of our cars in 82,000 series and all of those in 85,000 and 87,000 series have been equipped with ice pans which are depressed below floor level, allowing free passage of water or ice meltage into pans. Floors are also water proofed. The real danger of this hidden damage in loading cars not so equipped comes later when a car might be placed for loading which requires a maximum amount of refrigeration or heat. Water-soaked insulation, floors or walls will not effectively keep out frost or heat.

UNION REFRIGERATOR TRANSIT CO.

dent at this school, returned to Mobridge with her mother for the summer vacation.

What do you think of this? Our capable engineer, Leo Middleton, who always gets his train over the road on time, drove his brand new car all the way to Glenham with the emergency brake on. Can you heat that?

Mrs. W. E. Harville is now in Chicago taking new advanced work at the Sherwood School of Music. Ed is not so fond of batching, but says he is doing pretty well at it, especially when Van comes over and helps him out.

We are glad to know that Clifford Jacobson, who was so seriously ill at Wallace, Idaho, is recuperating and he, accompanied by his wife, are now enjoying a visit at the homes of their parents here.

A bouncing baby boy was born to Mr. and Mrs. Adolph Bauu on May 22. He will answer to the name of Donald Charles.

Kenneth Clark spent Sunday with his father, L. W. Clark, who has his Sunday lay-over at New England. They enjoyed the day at the home of "Mollie" McGuire and family, former residents of Mobridge.

The natives were startled the other A. M. when a car came rushing into town at a Barney-Oldfield speed—when the dust cleared away it was found to be the manager of the famous Hourigan Derbys, and he was given the usual fine for speeding. Better slow up, Larry, for even if it is three o'clock in the morning, the cops are not asleep.

S. M. East

By V. J. W.

M. L. (MATT) ULWELLING attended the B. R. C. of A. convention at Milwaukee early in June. His daughters Cecelia and Mildred accompanied him.

Mrs. Simon, agent at Oakland, entertained her son Max and family of Fulda, June 9.

Conductors Charles Weigle, Frank Kriz, and D. Omarro spent the week of May 20 at Mil Lacs Lake and report lots of pike.

Mrs. Frank Jeffers, wife of I. & M. Conductor Jeffers, stands at the head of our fishing contestants, having displayed a ten-pound pickerel, which was taken at Beaver Lake, June 9.

Fireman Charles Western returned May 23 from a six weeks' visit with relatives at Knoxville, Tenn., and reports that there were plenty of rain and floods in that district. Charley also visited at Herriman, Tenn., the scene of the Bny Scout camp disaster.

Not being able to understand how a battle for freedom could be fought without bloodshed (not even a sprinkling of Irish confetti), we had never linked up the significance of the dates May 17 and July 4, until we noticed one of our S. M. agents all decked out in palm beach and straw, minus the firecrackers, on his way to Albert Lea on the first-named date to celebrate the "Norsk" fourth.

William Heeman, Austin freight house, announced the arrival of a little daughter, Muriel Lucille, May 27.

Master Mechanic Thomas McFarlane attended the staff meeting in Milwaukee, June 2.

Ole Nicholson, night roundhouse foreman, and Mrs. Nicholson, left for Des Moines, May 23, to attend the graduation of their son, Leon, from the Still School of Osteopathy.

Deepest sympathy is extended to Dispatcher Frank Bloom in the loss of his wife, whose death occurred very suddenly at Fountaiu, Minn., May 28. Mrs. Bloom had just recently gone to Fountaiu for a visit with relatives. Beside her husband she leaves to mourn her loss two little daughters, Beverly and Patricia. The funeral was held at Preston, Minn., May 31st.

Several changes are being made this month in the stations on the S. M. Agent Campbell

of Spring Valley is moving to Wells; Agent Carey of Wells is moving to Good Thunder and Agent Hartwig of Good Thunder has been assigned Spring Valley. Operator Harry Wilson is relieving Operator Larimore, second trick, Jackson, for two mouths.

Engineer Matt Lang and wife left June 4 for Cleveland, Ohio, where they will visit their son, Robert.

Roy Franklin, Machinist, Milwaukee Shops, visited with his sister, Mrs. Sherman, Master Mechanics' office, Austin, Memorial Day.

Kermit L. Meyer, son of Superintendent E. A. Meyer, Dubuque Division, and Miss Alta Wolf were married in Austin, June 1. Kermit was formerly employed in the roadmaster's office and is now associated with the credit department of the Hormel Packing Plant. His many friends on the railroad extend their best wishes.

Traveling Engineer Roy Austin was called to Sparta, Wis., May 19, to attend the funeral of a relative.

Several have noticed Operator Cal "Baldy" Gifford going out to Ramsey each evening on No. 122 with what appeared to be a quart of ice cream. Now that we have a depot dog at Ramsey, Baldy has assumed the responsibility of procuring a little grub for him. He negotiated with the proprietor of the hotel for a few scraps but received an awful shock the first night when he asked the cook if she had the dog's meat ready. She replied in the affirmative and asked if he wanted to eat it there or take it with him. As we stated above, it is not ice cream in the container.

Our man about town, Emmett Flaharity, Austin freight house, must look like a representative of the Bank of England (or Ireland). At a recent opening of the dance pavilion near Austin, two young ladies requested him to care for their money, as there was a very large crowd. He must have done a good job of it, as they were inquiring for him the next day.

Evidently another of our employees looks like a good custodian of cash, as on the next night we find our Assistant Cashier, the Spanish Gentleman, in the box office at the same pavilion. They are not all that easy, Ellery.

William ("Billy") Carr, B. & B. carpenter, working at Mankato, suffered a light stroke June 1. After an examination by a doctor he was taken to his home in Adams, where he is reported as improving.

General Foreman H. J. Keck and family motored to Sherburn for a fishing trip Memorial Day.

Engineer Gus Mohs went to Rochester June 1, to take treatment.

Page "Baron von Munchhausen." A recent society item reports that a large gathering of young people were entertained by the story telling of our auburn-haired weighmaster, Curtis McCoy.

The old theory that a dog's bark is worse than his bite is getting a severe trial at the Austin Yard office these days. J. M. P. lost all of his fangs June 1 and is anxiously awaiting the placement of the new ones.

While speaking of new equipment, we noted Bradford with a pair of blinders recently. We understand that they are bifocal too.

Yard Conductor A. E. Thompson attended the auto races in Indianapolis Memorial Day.

Mr. Geo. Rector the internationally famous connoisseur and restaurateur of New York City and now chef de cuisine of the C. M. St. P. & P. was a visitor in Austin, June 8. He was here to get better acquainted with the Hormel canned ham, canned chicken and other pure food products for use on the dining cars.

At the close of the first half of the season our Milwaukee Diamond hall team stands in the middle of the pack, having won 5 games and lost 5 games. One of the losses was charged through a forfeit and two were suf-

fered while the team was weakened by the absence of several players. As a whole the boys have given us a very good brand of ball and they no doubt will finish higher in the league standings.

Engineer Wm. Anderson left June 4 for Keokuk, Iowa, where he will visit relatives.

Frank Falkingham, master mechanic's office, returned June 4 from a week's visit with relatives in Montevideo, Granite Falls and Wilmar.

Rose Krulish, train timekeeper, Austin, underwent an operation for appendicitis at St. Olaf Hospital, Austin, June 7. She is reported as improving nicely.

Gladys McFarlane, daughter of Master Mechanic McFarlane, is home for the summer from Mobridge, S. D., where she has been teaching.

Arnold Hoffman, checker, Austin freight house, was called to Fort Snelling, May 22, for the re-examination of disabled World War vets.

If you desire any information of an unusual nature, such as "Where is the end of the rainbow?"—"What makes the moon hold water?" or "Where did the water under the Ark go?" get in touch with Assistant Ticket Clerk "Chauncey" Scott. He has just procured several volumes on subjects as above. Orders for the books may be left with "Doc" at the freight office.

We have no anonymous contributions this month but if the dope is right one of our contributors from the Store Department should have reams to write next month.

Tacoma Shop Notes

"Andy"

WADE COOK was elected delegate to the Electricians System Council, held at Milwaukee, and he is there at this writing.

Martin McHugh has also joined the ranks of the Sunday drivers, having purchased a Chevrolet sedan, and for a boilermaker of his caliber, he is pretty heavy on the gas—had 'er up to 45 on his first trip out, and passed a car, which gave him quite a thrill. The car has bumpers fore and aft, so he can get them coming and going. While he is practicing he has put a couple of bales of hay in the end of the garage, to sort of act as buffers. We have not as yet seen Martin in his new auto, but we'll bet it's a good car, for the shape that is in it.

Boilermaker F. Laskey is visiting relatives in Kansas City.

Mr. Wright and Mr. Pentecost have just returned from the M. M. meeting in Milwaukee, and report having a very interesting meeting as well as a good time.

Mr. G. E. Cessford has left for a visit in Minneapolis. We understand that he will accompany his sister, who is making a trip to the coast.

Paul Landgraf, we understand is contemplating on spending some of his stock market profits on a new car, and we were just wondering what his choice will be.

Ted Flemming seems to be pretty busy during his spare time erecting what appears to be a pretty swell garage—that no doubt means that somebody is in the market for a car.

Joe Wallingfang, of the woodmill, and also dahlia expert, is leaving for a visit in Wisconsin, where he spent his happy boyhood days.

Fred Herzog, special apprentice, is making a trip to Iowa to visit his father.

Fred Lowert is taking Barney Zille's place as roundhouse foreman at Seattle, during Barney's vacation. We'll bet that Seattle does not even know the difference, as they are both about the same size, 6 feet 2 inches in their shirt sleeves, going and coming.

Louis Seaman, stenographer, in Store Department, was married recently. We all wish them good luck.

Mr. A. J. Kroha is leaving by boat to attend the A. R. A. convention at San Francisco. Mrs. Kroha will accompany him on the trip.

Here is a problem to figure out—Mike Wakin has a Ford—of course we don't hold that against him, and the distance from Tacoma to Seattle is about 40 miles. Mike made this trip in one hour flat, or maybe it was without a flat, at any rate, he did this feat without exceeding a speed of 30 miles per hour—sounds fishy all right, but Mike can make more mileage standing still than anybody—in fact, he broke his car in without turning a wheel—made the first thousand miles parked on a "K" street. We'll bet Mike can go for a joy ride in his garage.

Herman Schnugger, formerly of the Store Department force, but now a member of the police force in Tacoma, has taken the fatal step—he was recently married. We understand he spent his honeymoon in Canada. The Store Department force presented them with a gift as an indication of their well wishes, and we offer our congratulations.

Sioux City and Dakota Division

H. B. Olsen

AGENT WARREN E. BECK over at Geddes, S. D., has just come out with a little publication entitled "Beck's Quizzer," volume 1, No. 1. This little "Quizzer" asks and answers fourteen various questions, taking up the subject of Shipping by Rail vs. Trucks. Mr. Beck has brought out many facts and figures which cannot be disputed. If you have not as yet received a copy of this little publication, drop Agent Beck at Geddes, S. D., a line for a copy.

Sioux Falls was host to only four carnivals and one circus during the month of June. One of the carnivals parked right across the street from Engine Foreman Henry Hurt's residence and it's needless to say "Henry" lost much sleep during the week as he had to do guard duty day and night to keep the cars off his lawn.

Lou Presby was the successful applicant for the position of assistant freight house foreman at Sioux Falls vice J. L. Conson, resigned.

Conductor Lou Windsor visited down in Kansas City the middle of June, and while he enjoyed the trip, he declared it was too hot in those parts for comfort.

Dispatcher N. J. Gorman and wife are taking their annual vacation, gone to parts unknown.

The following employes have gone to Los Angeles, Calif., where they will attend the Shrine convention: Yardmaster and Mrs. J. R. Bankson, Engineer A. B. Main, wife and son, Alfred, Jr., Conductor and Mrs. Harry Jory, all of Sioux Falls, Conductor and Mrs. W. B. Anderson of Sioux City, Agent Leo. Moore and wife of Menno, S. D., and Conductor Chas. Belknap, wife and family of Canton, S. D.

Switchman Quinton Hunter, Sioux Falls, S. D., attended the big auto races at Indianapolis on Memorial Day and says he got the biggest thrill in his whole life.

Freight Agent W. D. Griffiths, Sioux Falls, spent ten days at Deadwood, S. D., on the grand jury. While there he had the pleasure of touring the hills.

Mrs. Fay Ness, trainmaster's clerk at Sioux City, fell down stairs at the passenger station, injuring the left ankle.

Mr. Martin Dahl, blacksmith at the Sioux City shops declares he is deserving of the title "Division Blacksmith" as he seems to be the only one left. Not only is "Martin" an A-1 blacksmith, but is a talented bass singer and has long been associated with the Normand Singers of that city for several years. Recently when the Sioux Valley Singers met at Sioux City which included the Minnehaha Mandskor

from Sioux Falls, we had the pleasure of listening to Mr. Dahl take his part with the Normand Singers and to say this was excellent is putting it mildly.

During a recent wind and hail storm, the windows in the depot at Canton, S. D., were badly damaged and Third Trick Operator Lambert had considerable difficulty in "drying out" the telegraph sets before he could do any wire work.

Engine Foreman Frank Henderson showed up on the job the other day with a nice new "Oldsmobile." Not to be outdone, Gilbert Lien, of the Sioux Falls roundhouse, also comes out with a new Oldsmobile, following Henry Flasky with a Ford sedan and Engine Foreman Leslie Sweeney with a "Dunant" sedan.

It happened this way, while Trainmaster R. F. Doud was out on the line riding various trains on the new card, some one, no less than Nick White, presented Mr. Doud with a nice black bass, cleaned and all ready for the "pan." Mr. Doud is very fond of fish, and readily accepted the gift which was said to have been caught at Lake Madison the day previous. Mr. Doud immediately took the bass to the diner and had it "put on ice," wiring Yardmaster Ed. Eckert at Sioux City to be prepared to partake of a "fish dinner" upon his (Mr. Doud's) arrival at the terminal. We understand Ed laid off all "eats" that morning preparatory to the big feed. On arrival, Mr. Doud took the fish over to a beanery and when all was prepared the two gentlemen named seated themselves at the counter with their keen appetites. It seems several of the boys (not in on the fish feed) got wise to the banquet about to be staged, followed Messrs. Doud and Eckert and seated themselves at the counter, wishing they might "just get the aroma" of the sizzling bass. Anyway, Mr. Doud looked at Eckert and vice-versa, something rotten in Denmark they remarked, more salt was added, still there was something wrong, another bite and a dabble, no use, getting up from the counter, the two gentlemen declared there was one of two things out of line, either the said bass was not caught on the date mentioned or had never been on ice, anyway the "on-lookers" did their part in this "banquet" and Messrs. Doud and Eckert lost their appetites completely for that meal.

Mrs. Christine Larson, of the Sioux Falls freight office, has been confined to her home on account of illness.

The regular Division Safety First Meeting was held at the Chamber of Commerce rooms at Sioux City on June 11. Mr. F. T. Buechler, division superintendent, presided at the meeting, and introduced the guest speaker of the evening, Mr. M. J. Flanagan, assistant to the general manager, who spoke at some length on the safety feature. Short talks were also given by Mr. Buechler, Trainmaster Doud, and District Safety Inspector "Vic" Hansen of Perry. At the close of the meeting, the Women's Club served refreshments to the 150 employes present. A feature of the meeting was the safety talk given by Mr. Guy Andrews, Commissioner of Public Safety of Sioux City, Iowa.

The many friends of Conductor William A. "Buck" Jenkins, will be glad to note that "he is recovering from the long illness which he has so bravely fought against. "Buck" had to have both his feet amputated a short time ago, but has had himself fitted with artificial feet, and is now getting around a little and looking forward to the time when he can again meet his friends.

Miss Nelle Murphy, who was transferred to the office of the general storekeeper at Milwaukee, returned to us for a few days last week to assist with the inventory. If such a thing were possible, we would say that Nelle looks even better than ever.

Roadmaster Moberly's extra gang has finished the re-laying of 34 miles of new 90-pound steel between Napa and Tripp, and moved off the division, and we are now entertaining the 290-man extra gang of Roadmaster J. E. Loftus, who are doing the surfacing of the new track. Just to get the boys off on the right foot, Superintendent Buechler and Mr. M. J. Flanagan, assistant to the general manager, made a special trip out where the gang was working and put on a rousing Safety First meeting right on the job.

Mr. E. Q. Hoberg, E. & F. Timekeeper, Sioux City, has taken a three months' leave of absence to try out a new job in Minneapolis.

Mrs. Alice Marden is helping out in the superintendent's office as comptometer operator during the figuring of the inventory.

Fred Fillmer, formerly ticket clerk at the Sioux City passenger station is relieving Agent A. W. Clark at Hornick, while Mr. Hornick has a short vacation.

Mr. S. F. Philpot, traveling freight inspector for this district, has been having rather a rough time of it this spring. "S. F." has been laid up for nearly three months with inflammatory rheumatism. To add to his troubles, during the time that he was confined to his bed, Mrs. Philpot was obliged to be taken to the hospital for a very serious operation. Glad to report, however, that both are now on the way to recovery.

Mr. Melvin Kasak, formerly superintendent's stenographer, who left the service of this company a year or so ago to go into business for himself is now back to work as chief carpenter's clerk.

LaCrosse Division Items

Eileen

IT'S most awfully lonesome without the Northern Division, isn't it? Wandering through the dispatcher's office we miss Ben Guyot and Andy Barber, who so successfully handled our trains on the Northern Division, and who moved to Milwaukee on June 1. Some of the clerks in our office have gone, too, and looking around I think we can more fully appreciate the good old song, "The Vacant Chair." Any way, our best wishes go right along with them in their new work.

Thievery is again rampant in our midst! The most recent victim of this pernicious practice is none other than our popular Day Roundhouse Foreman Wm. Sheeley. "Bill" as we know him, was the recipient of a delicious home-made banana cream pie as a token of his popularity among the good housewives of the railroad boys of Portage. (Sioux City girls take notice.) While about his duties, said pie was pilfered from his inner sanctum, but Bill, who has had considerable experience with (not out) the police forces of various cities where he has lived, was able to ferret out the culprit and the "LITTLE" thief was compelled to return the pie undamaged.

Chief Race, of the Store Department, is practicing to win the tug of war contest to be held at the Beaver Dam Fourth of July celebration. That he is attaining a real "Grip" is well evidenced by the pained expressions on the faces of his trainers.

Dale E. Christianson and Bob Hume of the Division Engineer's office at Portage have gone to Milwaukee where they will work. This is another of the changes brought about by transferring the Northern Division back to Milwaukee. Tough break for Bob, but then, the connections are good.

We were very much surprised, and sorry, to hear of the passing of Albert T. Klingler, for many years chief clerk to the superintendent on the La Crosse Division, on May 11 in Milwaukee. He is survived by his wife and daughter. While he had not been in good health

for some time, his death came as a distinct shock. He will be missed by his many friends.

Frank Schroeder, who worked as switchman and section laborer at Watertown, passed away recently after an illness of several months. Would like to take this means of extending our sympathy to his wife and children who survive.

Heinie Reif, our loquacious west end brakeman has taken up "furniture moving" during his Portage lay-over. Anyone having pianos or other large pieces of furniture to be moved through up-stairs windows, please call . . . as "Heinie" says when he starts to bring them down, they really come down—and how!

Bill Sheeley has moved over onto officer's row in the new Koroch bungalow. This brings Bill and his work a little closer together. They say that right now he is busily engaged moving his fine peonies.

Mr. and Mrs. Otto Balgaard are the parents of a fine young son born June 5. Mr. Balgaard is our third trick operator at New Lisboe.

Engineer Sam Cadman attended a family reunion at Beaver Dam on June 1—good time was had by all—in fact he says he is planning ahead and is going to spend the third, fourth and fifth of July there.

Ernest Kent, now working as operator at Horicon, and Miss Violet Geusman of Mayville, were married recently. We wondered why Ernest liked Horicon and Iron Ridge so well, and now it all comes out. We join their many friends in wishing them a most successful wedded life.

We want to extend our sympathy to Conductor O. J. Carey in the loss of his father and mother, who were found dead the morning of May 24, overcome by gas from a stove.

Harold Leslie, conductor on the Oconomowoc switch run, discovered a broken truck under No. 61 recently and gave the conductor on that train a signal to stop. Train was stopped west of Oconomowoc where it was given attention. Mr. Leslie's action no doubt averted an accident.

Art Carlson gave his new car a real try-out the other day by driving to St. Paul. Art says he practically toured the state, but there were no fish in sight.

Freddie Krueger, Louie Hamle and Walter Scott, we hear, made a trip to the Big Slough in search of good fishing. One of them (we don't know who) was a bit over-zealous, and in getting out on a stump suffered a plunge into the icy waters. Well, they returned with one apiece any way.

The Hookum and Catchum Detective Agency, a new organization, has been very efficient in ferreting out the thief who has been stealing from the signal maintainer's stock.

Mr. G. W. Webb, veteran agent at Watertown, was given a life membership in the Masonic Lodge at that point, in honor of his fiftieth year as a member of that organization.

Conductor Lonis Daniels is at present having a most enjoyable time touring Europe. Wish we were there, too, but looks as though we would just have to be satisfied with hearing Louie tell all about it when he gets back.

Mr. and Mrs. P. J. McBride are very proud of their little granddaughter, Patricia Ruth Heit, born recently to their daughter and son-in-law, Mr. and Mrs. John Heit, Milwaukee.

Chief Dispatcher A. M. Kilian has returned to his duties after a two weeks' vacation.

General Office—Chicago

Vila

MISS GERTRUDE SCHOYER spent a very pleasant week-end recently in St. Louis as the guest of Jeanne Gates, formerly

of the Legal Department. We enjoyed hearing about Jeanne and I am sure Gertrude will long remember her trip down there. Jeanne drives her own car so the sight-seeing trip was very complete.

We are very happy to give honorable mention in this column to Joseph Caldwell, Jr., son of "Joe" Caldwell of the Passenger Department, on the occasion of his graduation from high school at the age of fifteen.

Don't know just where in Canada George Flood is vacationing, but we hope it is 'way up north where it is cool and he is having some sympathy for us here in this 90-degree atmosphere.

Mr. Orville Silvernail of the Engineering Department, who has been away from the office since the first part of April on account of undergoing an operation, is planning to come back to the office June 23. We are all very happy to hear of this and look forward to seeing him return.

Mr. W. S. Cooper, assistant to general manager, is recovering nicely from an appendicitis operation, and we hope to be able to tell you soon that he is back.



Words and Music by "Pink" Simms

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

Nora B. Decco

IF this was being written a few days from now, I could tell you what happened; but as it is, will have to wait until next trip. All we do know around this neck of the woods is we seem to have more business coming and going than we have had since this time last year and an awful lot of rushing here, there and everywhere which is mostly on account of the opening of Yellowstone Park at our Gallatin Gateway entrance this time. Also we have the Terry Cowboy Band headed this direction, and seem to have conquered the Indian business—the whole Flathead tribe being routed via Three Forks (sure glad I got that new red dress and that ten-cent-store pin, and all those beads in time). Well, it always pays to be ready—never know who is coming along to visit us out in this wild and woolly country. McCloud was kind of worried over the teepee, never having had much experience in that kind of work, but a B & B. man can do anything if they give him room . . . enough and a few nails and a saw or two. Not having seen the finished product, will have to wait until next time to comment on its appearance, and then maybe the editor will not let me say what I feel should be said about it (in the Magazine).

After working for forty years as conductor—freight, work train, passenger and street car—John Driscoll can't make the tourists believe he even works for a railroad. Can you beat it? Well, I'll say there is class to anyone who can put a thing over like that, all right. Now, if he would stay away from the right-of-way

when he is not on duty no one would know he worked for the railroad at all, he looks so stylish when he is dressed up.

We regret to write of the death of Elwood Elliott, son of L. L. Elliott, first trick operator, Sappington, on June 12. The young man was about 25 years of age and well liked by everyone. He had been ill for some time and his death was not unexpected, but a shock to all who knew him, nevertheless. He was born and raised in this state and leaves to mourn his loss a father, mother and several brothers and sisters. The Rocky Mountain Division offer their deepest sympathy to this family.

Car Foreman Tom Sand of Butte Yard has taken a six-months layoff and is going to spend most of it in Norway, visiting. He has taken his family along with him and we hope they have a fine vacation.

John Haugan is now in charge of everything at Gallatin Gateway Inn—the yard and the station, from all we hear. He will also be glad to show you the wonderful performance of the Eureka vacuum sweeper (paid ad) and no doubt if the sweeper lasts through the park season, will sell it to the highest bidder. Whatever he finds inside the sweeper he keeps. We understand, last year the Hoover he had more than paid for itself the first week. He told me that he heard the Eureka was quicker on the pick-up than some others. This may not be his reason for wanting a Eureka, though.

Engineer Lieb and wife have moved to Lombard from Butte Yard, where he has been on one of the helpers for about a year.

Mrs. Gosnell has returned from Whitewater, Wisconsin, where she visited with her mother and family the first part of June.

Operator Plumb, from Jefferson Island, who has been assigned to third trick, Three Forks, has been sent to Missoula to relieve the agent there for a few weeks. Operator Marshall, who worked some time at Deer Lodge and at Martinsdale, is now working third in Mr. Plumb's absence. Mr. Rector took a few weeks lay-off being relieved by Mr. Plumb last of May also; and besides huying himself a swell new car, went and caught a lot of fish, that is enough for one vacation, I'll say.

You should see Phil Sustello drifting down Main Street looking like a millionaire. Some car he has, too. Looks like he would be lonesome all by himself, though.

Well, I will stop, as I do not expect the editor to hardly speak to me now this will get there so late. When I get the new change of time card straightened around in my head and stop looking east for No. 15 to come in instead of west for No. 16 at 5:50 p. m., then I can do something else, maybe. From now on I hope to at least earn my daily pay check, and from all I hear I will no doubt do that very thing. Business is good and we all hope it gets gooder—the more the merrier for us all.

Twin City Terminals

Mac

BILL STACKPOLE in 1886 at the old station at Fourth Avenue, South, wore a "black stiff plug hat."

Mr. Bannon claims he is wearing the same hat now that he wore in 1886.

Mrs. E. H. Bannon is driving a brand-new Chrysler.

Mrs. G. A. Seyler, of the Legal Department, and Mr. Seyler, spent Decoration Day and week-end at Gull Lake.

Sally Jones, alias Miss Florence Martell, of the Legal Department, spent Decoration Day and the week-end at Austin, Minn., visiting relatives.

We welcome Mr. D. C. Wolf, chief carpenter of Montevideo, to Minneapolis. He has desk room in the Engineering Department.

Mr. S. A. Buckley, assistant rate clerk in the commercial office is back to work after a two weeks' vacation.

Miss Myrtle Henry, commercial office, spent her vacation visiting her aunt and uncle at San Francisco.

Mrs. Lynch has accepted the position of operator in the telephone office at the depot.

Tony Thorsen, local freight office, is back on the desk after an extended absence. He has been recuperating on account of a severe operation performed the latter part of December. He is much improved and we are glad to see him back.

Hugh Howett, car desk, was on the sick list last month.

Mr. Green, reclaim clerk; Edw. Rohers, car desk; and Henry Welsh, are back on the job after a two weeks' vacation.

Miss Leda Mars spent her vacation visiting friends at Chicago and Kansas City.

Miss Bella Bloomberg spent her vacation visiting friends at Cincinnati, Ohio, and Miss Hylda Swanson visited friends at Sioux City, Iowa.

Catherine Nicholson spent a month visiting friends at Denver and Los Angeles. She enjoyed her trip, but was glad to get back to Minneapolis again.

We understand there will be wedding bells ringing soon. The Accounting Department will have some news for us next month that will be interesting.

Mr. Arthur Lundberg, window cashier, local freight, and Mrs. Lundberg, took the trip with the Shriners last month. It was a very enjoyable trip and took in many points of interest through the west.

Carly Burns, collector, cashier's office, spent his vacation motoring in his new 1929 Ford sedan up in Northern Minnesota. The color of the car is blue with orange wheels. We understand he made a hit with the Indians up in that part of the country. They initiated him into their tribe and called him "Heart Break." It is the first time that any of our boys of the local freight has been so honored by the Indians, and different ones in the past have motored through that part of the country. It must be the orange colored wheels that brought him this great honor. Only men we understand that are to be president or vice-president of the United States is this honor conferred upon. How about it, Curtis, would like to hear more about your experience for the next month's Magazine.

The gates were down,
But Oscar Shay decided to his sorrow
To speed across the right-of-way—
His funeral is tomorrow.

W. J. Carey, cashier, Twin City transfer, has deserted the cliff dwellers and purchased a new home in South Minneapolis. Bill says you just can't raise a family in an apartment.

Gene Jacobsen has had a "pain in the neck" for some little time and was obliged to resort to surgery to remove the cause. Glad you are O. K. again, Gene.

Des Moines Division Items

Frenchy

THIS correspondent has an apology to make. We forgot the news items completely for April due to too many other things going on, work, etc. Believe it has never occurred before during our service as correspondent and we vow it shall not occur again.

We regret to announce the death on April 25 of Mr. George Cunningham, father of Conductor J. J. Cunningham, which occurred at Ponda. Mr. Cunningham has the sympathy of all his friends on the road.

Conductor F. W. Price and Mrs. Price visited their daughter and granddaughter in Indianapolis during May.

Brakeman George McCutchen and wife are the proud parents of a small son born May 30, and who has been named George Earl, Jr.

A. Schroeder, agent, Redfield, has been enjoying a vacation spent at Cleveland and other Ohio points.

Miss Bernice Russell returned the latter part of May from her vacation, part of which was spent visiting a friend in Denver. She reports a fine time.

Mr. and Mrs. George Williams and son, Bernard, spent Decoration Day in Ft. Dodge.

Miss Jean Dallas was called to California May 10 by the death of her brother, Alexander, which occurred on May 9. Her many friends extend their sympathy in this bereavement.

We have a sad circumstance to chronicle in the accident which occurred to Brakeman Robert Davis on May 25. As far as is known he fell between cars while switching in Madrid yard, and was so seriously injured that he died on way to Des Moines. We wish to extend our sympathy to Mrs. Davis and Mr. Davis' parents in their great bereavement.

Mrs. W. L. Finnicum visited friends at Spirit Lake during May.

Mrs. C. A. Phares attended the Women's Club meeting on May 31 in Des Moines.

Mrs. E. W. Webb and children, Doty and Fred, are visiting Mrs. Webb's sister in Cumberland, Maryland.

People around Lake Okoboji not long ago noticed the lake was so much higher than usual, and upon inquiry found that Conductor "Bill" Finnicum had been fishing in the lake and had finally caught the largest fish ever caught in Lake Okoboji, and the one that had been getting away from him for the last 25 years; and in doing so had lost his balance and had fallen into the lake. After much effort on the part of several of his friends he was pulled out. (Have not been informed whether or not the fish was rescued with him or not.)

Mrs. Gny Stone left recently for Texas to spend the summer with relatives.

A very interesting Safety First meeting was held in the Women's Club rooms at Des Moines on June 12, a record number of 102 being present. Many lively and beneficial discussions were entered into. This meeting was followed by Claim Prevention, Fuel Conservation and Courtesy meetings.

Mr. and Mrs. C. H. Meyers have the sympathy of their many friends in the loss of their daughter, Mrs. C. B. Lloyd, who passed away on June 6, at Burlington, Iowa, the funeral being held at Des Moines on June 10.

Frederic Bauder, Jr., has returned home having recently graduated from Kemper Military Academy.

Iowa Division (Middle and West)

Ruby Eckman

LAWRENCE HINDERT, who has been an extra caller and switchman on the list at Perry for several years was one of the graduates at the Iowa State College at Ames in June, having received his degree in electrical engineering. Lawrence came to Perry over the week ends and worked, also worked during the vacation periods and his many friends have complimented him on the effort he made to finish his college work. He left soon after school closed to take a position in Chicago with the Commonwealth Edison Company.

A wedding of double interest in the railroad family occurred at Adel, Iowa, Tuesday, June 11, when Margaret Emily Warner, daughter of Engineer Charles Warner, and Donald Gardner, son of Conductor Elmer Gardner, were married. The young people were both born and raised in Perry and have been employed by local business institutions since completing their

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school work. They will make their home in Perry.

Marjory, the little daughter of Mr. and Mrs. Merwin Newport, had an operation for appendicitis the fore part of June and was confined to the hospital for some time.

Joanne Eilene is the name which conductor and Mrs. Walter Walrath gave to their new daughter born June 10.

John, the ten-year-old son of Machinist Harry Sanford, of the Perry roundhouse force, had a narrow escape from a fatal accident the fore part of June. The lad found an old revolver which his father had partly demolished by breaking the trigger so that the children could do no harm with it. He got hold of some bullets and in pounding one into the barrel it exploded and entered the abdomen. An operation was performed and the bullet removed from the liver. John was such a sturdy little fellow that he recovered nicely from the operation and left the hospital in a few weeks after the accident occurred.

Engineer W. H. Young and wife were called to Milwaukee the fore part of June by the death of Mr. Young's father, one of the veterans of the Milwaukee service. Hugh Young died at the age of 88 years, and had a service record with the Milwaukee company extending over a period of fifty-seven years. He retired some years ago on account of the condition of his health, but took an active interest in everything pertaining to the railroad.

Brakeman Raymond Reel, son of Conductor D. T. Reel, of the Middle Division, deserted the ranks of the bachelors and on June 6 was married to Miss Edna Lass of Bouton. Raymond had a nice little apartment all furnished for the reception of his bride on their return from New York where they went on a honeymoon trip, which included also a visit with Raymond's brother.

The sympathy of friends on the division was extended to Passenger Conductor C. R. Cornelius the latter part of May on account of the death of his wife. Mrs. Cornelius passed away following a long illness.

Friends on the Iowa Division were pleased to learn of the appointment of G. H. Hill to the position of superintendent of the C. and M. Division. George is an old Iowa Division man having started work as an operator on the Iowa Division, graduating as a chief dispatcher from the Perry office.

Engineer and Mrs. Ray Burns are the parents of an eight pound daughter born to them on June 2. The family circle is now complete as Mr. and Mrs. Burns have a little son.

Everyone on the Iowa Division was pleased to learn that the division had been one hundred per cent perfect in their safety record during the month of May.

The Iowa division does things right. When they had some Shrine trains to handle en route to the convention at Los Angeles they furnished Shriners for engineers and firemen. A couple weeks later when they had a special train of delegates to the Baptist Convention in Denver they furnished a Baptist engineer to handle the special over one division. There was no request made for the Baptist engineer, but it just happened that Engineer Colburn was furnished for the job.

Mrs. John Heinzleman was up at Aberdeen the latter part of May attending a family reunion. Mrs. Heinzleman, whose husband is an engineer on the Iowa Division and whose son is a machinist in the Perry roundhouse has three brothers who are passenger conductors for the Milwaukee at Aberdeen.

Wm. Cheek, who has been foreman of the steam derrick at Perry for several years was made car foreman at Atkins, effective June 1. Mr. Cheek took the place of Mr. Hollingsworth who went to Minneapolis to work. The change was a promotion for him.

William Neil, son of Conductor and Mrs. H. A. Boisen of the West Iowa Division, was one of the students at Iowa State College at Ames whose grades for the year were such that he was ranked among the honor students. William was a first year chemistry student.

Frank Murphy, the youngest son of Engineer W. T. Murphy, passed the necessary examinations in May for entrance to Annapolis Naval Academy. He has been attending school in California and took the competitive examinations at San Diego. If he passes the final physical examinations in June he will enter the academy. Frank has two brothers, Charles and William, who are graduates of the same school. It is quite unusual that three sons in the family should be accorded such honors.

Albert Edwards, who made his home with his nephew, Engineer Sanford Lones, died at the Lones home the latter part of May.

The L 3 engines which have been in use on the Middle Division for several years have all been sent to the Illinois Division in exchange for L 2B engines. Both the Middle and West Divisions are now equipped with the same class of power. As usual there is a difference of opinion as to the relative qualities of the two classes of power and some of the engine men welcome the new engines while other regret to see the others transferred.

Alfred Warner, an employee of the Milwaukee shop force and a son of Engineer Charles Warner, was married May 16 to Helen Darlene Garlow of Perry. After a short honeymoon trip the young people went to housekeeping in an apartment in Perry. The young people received the congratulations of a host of friends, as they are both popular in the younger social set of the city.

Rail Rumbblings from St. Paul

By Allen

AN extraordinary collection was taken up at the roundhouse the other day. A beautiful tie was purchased with the money collected. The tie was presented to Mr. Meddinger with the compliments of the bunch. Now we do not know if it happened on Mr. Meddinger's birthday or if the fellows just did not like the looks of a certain tie Mr. Meddinger had been wearing for some time, but anyway, he is now wearing the new one.

The biggest bit of news we have from the freight office this month is to report the marriage of Mr. Otto Bork, interline clerk.

Otto is smoking a pipe ever since.

Who's next, Denny?

Bob Cree, inspector-in-chief, is spending his vacation way down in Galveston, Texas, helping the judges look over the bathing beauties and decide who shall be Miss Universe.

Now this must stop at once, for my train is in the station and I'm bound for Winnipeg for my vacation. So long.

Coast Division

C. C. C.

Paul Wilson

AND LO, the prodigal returneth. We made him what he is today and though he has wandered into far cities it has left him untouched and now we have him back and look with pride upon the result of our early training.

Yon all know, "Bring up a child in the way it should go and when he is old he will not depart from it."

Paul Wilson, who returned to Tacoma in June of this year as division freight and passenger agent is a product of the Coast Division. He went to work for the Milwaukee as cashier at Aberdeen, Wash., in 1911, came to Tacoma in July, 1913, and was on various desks in the local freight office. Was a "Second Looie" in the heavy artillery during the war. Returned to Tacoma after the "Big

Fuss" and was promoted to local agent, Seattle, in 1920. He was transferred to Green Bay, Wis., in the spring of 1926, as D. F. & P. A., and now returns to his old home town.

His many friends are glad to welcome him back and all who know Paul with his pleasing personality, his gift for making friends for himself and the Milwaukee and his outstanding ability as a railroad man, predict great things for him.

Welcome back to the "City of Destiny," Mr. Wilson, and may your shadow never grow less.

Mr. and Mrs. Carl Tveter are the happy parents of a daughter, Beverly Jean, who arrived on May 29. Mr. Tveter is ticket clerk at the Tacoma depot.

J. F. Hogan, special accountant, from Mr. Severs' office, was on the Coast Division several days early in June, doing some special work for his department. "J. F." has many friends on this division where he was formerly traveling auditor, and his calls are always welcome.

Division Engineer R. H. Smith and Mrs. Smith spent a delightful two weeks' vacation in travel in Southern California recently.

The Desert Song impressed one of our fair young ladies so favorably that after viewing the performance in Seattle, she again enjoyed the legitimate play when it reached Tacoma, and then sat through two performances of the picture. Just what part she was understudying we would like to know.

To Mrs. J. D. Wilson and daughter, of Everett, we extend our sympathy, in the sudden passing of Conductor J. D. Wilson, on May 17. Funeral services were conducted May 20, from the Elks Home in Everett.

Chief Dispatcher T. E. Corbett is seriously ill at his home in Tacoma. We hope for a speedy recovery.

Conductor Geo. P. Johnson has resigned from the services of this company and has joined the traffic department of the Tacoma police. "George" served in a similar capacity during the World War as a member of the military police, in France, and is the son of Passenger Conductor W. S. Johnson.

Mrs. Madeline Kohl, of the division engineer's office, is the proud owner of a Chrysler coupe.

J. A. Wright, district master mechanic, and Al Pentecost, general shop foreman, attended the annual staff meeting in Milwaukee in June.

Mr. A. J. Kroha, storekeeper, accompanied by Mrs. Kroha, attended the American Railway Association Department of Purchases and Stores annual convention held in San Francisco the latter part of June.

Splinters from the Wooden Shoe

"Browning"

WE are quite sure that summer is about to begin as we notice Conductor F. E. DuBois has returned to work after his winter vacation, making his first trip on No. 31, June 10. Mr. O. A. Keyes, day trick dispatcher, is back on the job again after being off for a few months. All the ring runs are time freights now and this just suits Ollie.

Conductors C. B. Kempley and Robert Wallace have finished their extra passenger work and have returned to the way freights. This puts Jimmy Hannahau on the Elkhart Lake switch run and A. J. Howlett looking for a job and Conductor Frank O'Malley is up in the Michigan Ore District trying to get the business.

Conductor A. L. Geisler is a regular East End freight conductor now and Frank Santamour is taking care of the extra work on the Middle Division.

Conductor John Parker has been off sick for two or three weeks, but is getting better and we hope to see him back to work soon.

We have had for visitors the last week Traveling Accountant F. L. Brackett and Time Inspectors C. E. Whitt and S. J. Farley. Probably we should not say visitors, as we noticed they put in some hard long hours and it wasn't visiting either.

Mr. and Mrs. Valentine have left for an extended trip through the West and will be gone for about two weeks.

Division Accountant E. B. Gehrke's family have been quarantined with scarlet fever for about two weeks and Eric is now making his home at the Y. M. C. A. with the rest of the bachelors. His oldest girl has been sick but is getting along fine.

Paul Wilson, division freight and passenger agent, Green Bay, was transferred back home, for him, to Tacoma, Wash. We were all sorry to see Mr. Wilson leave us and hope that he makes as big a success out West as he did on this division. The Milwaukee Women's Club held a farewell banquet for Mr. and Mrs. Wilson in their club rooms and presented Mr. Wilson with a farewell gift.

Mr. Geo. C. Hittel has been transferred to this division as division freight and passenger agent and we welcome him to our midst. George is not a stranger to some of us as he had been on this division once before and we are glad to have him back again.

The division freight and passenger agent has moved into the new quarters in the depot at Green Bay and they sure are lovely quarters.

Irma Knoll, Mable Chambers and Esther Braun spent the week end at Green Bay visiting the girls from the superintendent's office. We were glad to have them and hope they will come and see us again.

Louis Nimz, yard clerk, has been on the sick list for a couple of weeks but is again back on the job.

Cecil Hntley, Chief Clerk in agent's office, has left for a trip through the south, going to Cuba. Don't know why he is going down there but must be an object in view.

Work on the new unloading ramp at the automobile dock has been started and is getting along rapidly. The automobile business is still coming in and lots of it.

Eric Gehrke and wife and Catherine Brown spent Decoration Day at Wausau and Rhinelander. Didn't catch any fish at Rhinelander but Ray Zimmerman caught a few the day before they arrived, so there were none left for us to catch. In spite of this they all report having a good time.

Fullerton Avenue Building A. M. D.

JUNE certainly lived up to its reputation as a month for engagements and weddings, insofar as the Fullerton Avenue Building is concerned, as will be noted by the following:

Miss Olive Anderson, of the freight auditor's office, surprised her fellow employees by flashing a sparkling engagement ring. The lucky donor is Inar Purrell of the same office; see Ollie for intimate details.

Miss Mary Amerson, of the freight auditor's office, is also the happy recipient of a sparkler for the approved finger, from Richard Johnson of Austin. Dick, at present, is attending the University of Illinois. "Hail to the Orange."

Miss Elsie Soldman, of the central computing bureau, was married to Louis Schable on June 15. Elsie has been with us a long time and we wish to extend our heartiest congratulations.

Miss Gertrude Richards, of the central typing bureau, was married to Leo Bykoski, June 12. They spent their honeymoon in Wisconsin. We wish them health and happiness.

Margaret Kryschka, of the central typing bureau, is wearing a diamond. Who is he, Margaret?

It has been announced that Averil Breider, of the central typing bureau, and Ralph Klotz, of the ticket auditor's office, will be married August 10.

On the same date Miss Naomi Ferguson, of the ticket auditor's office, will also step into matrimony.

Lorain Gawler, of the central computing bureau, was married to Walter Stemm, June 29.

Among the June brides mention is made of the marriage of Miss Auna Knrth, car accountant's office, which will be consummated on June 15. Miss Anna's friends are wishing her every happiness and we add the hope of a bright and sunny future.

What an impressive line-up even for June.

We are very glad to hear that Mrs. P. A. Schloss, wife of P. A. Schloss, Real Estate Department, is now home from the hospital after going through a major operation.

Mrs. Constance Thompson Wallin, also of the Real Estate Department, has resigned and will now devote all of her time to household duties. The writer thinks Mr. Wallin will enjoy a nice warm meal upon his arrival home from his daily toils.

T. J. Martin, of the ticket auditor's office, and Ted Gajewski, of the auditor of expenditure's office, had a rather exciting experience on the Fullerton Avenue car with pickpockets. There were two of them, crowding on the car at Clybourn Avenue, behind T. J. and at the same time removing his bill fold from a back pocket. Ted saw this and immediately informed Martin. The pickpockets had jumped off the car at Greenview and were trying to find something of value in the bill fold (a hopeless job) when Tim and Ted arrived on the scene, having hurried back after leaving the car at Southport. Tim demanded his billfold and was informed that he would find it in the "Keep the City Clean" box, which, according to the disappointed expressions on the "pans" of the pickpockets was a most proper place for it. Tim immediately dove into the box and after showering the neighborhood with street refuse, etc., etc., located his billfold intact. While Tim was creating this dust screen, the billfold snatchers made a dash down Greenview with Ted after them. Ted finally caught up with them and being a smart boy grabbed the little fellow. This rascal promptly reached into a pocket and drew a knife, and Ted, remembering that prudence was the better part of valor, let him loose and he made good his escape.

Moral: If you must carry a billfold or pocketbook in your back pocket be sure and keep it in the same condition as Tim's was, that is, empty.

Pearl DeLaBarre, of the car accountant's office, who in the early part of this year was seriously injured in an automobile accident has been granted a leave of absence for an extended vacation at the Girl Scout Camp at "Juniper Knoll" near Elkhorn, Wis. We understand she will return to us on September 1 and hope she will be fully restored to health and vigor by that time.

The boys in the ticket auditor's office organized two baseball teams among themselves, the first being called the "Bums" and the second the "Tramps." A game was played at Wrightwood Avenue playground and resulted in a victory for the Tramps by a tight score of 20 to 18. The pitchers were Freitag for the Tramps and Blumberg for the Bums. T. J. Martin umpired in a most efficient manner.

Eldice Kinter, Central Computing Bureau, has been transferred to Mr. Lodge's office.

Florence Goodhart, car accountant's office,

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CHICAGO

has recently been the subject of a serious major operation with apparent successful results. This being the third of a series of operations during the past year, it is hoped the surgeons have succeeded and that she will soon be restored to normal health. We hope to see you back soon, Florence.

Loretta, who is the unknown admirer who sent the birthday gift?

Mr. O. W. Soderquist, formerly of the freight auditor's office, is now conducting a traffic training and freight rate office at 4426 N. Damen Avenue.

Oscar was always one of the good luck boys and his former associates wish him every success.

Some of our disciples of Izaak Walton are chafing under the restraint of office duties as a result of the "let-down" on restrictions in the Wisconsin Fishing Laws and hasty and

fervid preparations are being made with pail, line and lure to trap the wary bass or perhaps a muskie. We hope their luck has changed, for we'd like to taste some of the fish they promised to send us.

Ralph Edmonds, statistical bureau, has been transferred to the Union Station and will serve under Mr. Vivian.

With sincere sorrow and regret we announce that John Williams, connected with the car accountant's office since 1888, died at his residence in Chicago on May 17, 1929, at the age of 79 years.

He had as few faults as any man, and more virtues than most men.

From the Crossroads of the World

Roberta Bair

WE are glad to note an increase in business over that of last month and hope that this month will be even better. As the bandit said to his pals—"Boys, we must all hang together!"

Our chief clerk, Mr. F. G. Pearce, has moved into his new home which he recently purchased on the south side.

On Friday, May 31, about 150 couples attended a dance at the Moose Hall held by the Women's Club.

Terre Haute Division went a full month—yea—54 days without a single accident. We feel that is a good record.

Sam Amour of the assistant superintendent's office force, has accepted a position as secretary to Assistant General Manager E. F. Rummel in Chicago. Miss Christine Hammond from the Hulman Street office, has taken Sammie's place in the assistant superintendent's office. We congratulate both of these people.

David D. Harris, age 70 years, until recently superintendent's chef, died at the family residence, 1501 First Avenue, May 23, following an attack of kidney and heart trouble. David began his service with this company July 10, 1915.

For twenty years David Harris had charge of the private car of the president of the Vandalia Line. He traveled more miles, saw more of this country, met more of our great men and fed more statesmen than any one man in this country, and being a most likable man, he became a favorite of the great men of the land.

We extend our sympathy to the family of this faithful employee.

Mrs. T. N. Walters and daughter are visiting relatives in California. Mrs. Walters is the wife of our division accountant.

Misses Catherine and Edna Pfeiffer entertained the members of their sewing club with a picnic supper at their home June 10. It is needless to say that there were plenty of good eats and we hope it won't be long until they entertain again. Those present were: Misses Jesse and Esther Dick, Eleanor Faris; Mesdames Flossie Waggoner, Agnes Dede, Velma Bailey and the hostesses. Mrs. Flossie Waggoner will entertain the girls with a chicken dinner at her home June 24, and we are all looking forward to that affair as Flossie is some COOK.

Miss Eleanor Faris and mother spent the week-end of June 8th in Coshocton, Ohio, visiting relatives.

Mr. A. H. Austin of the Car Department, spent Sunday, June 9 in Indianapolis visiting at the "Riley Memorial Hospital" in view of sending his daughter Dorothy there to be treated for curvatura.

The Car Department regret very much to lose Miss Christine Hammond, stenographer, who was transferred to the assistant superintendent's office, but wish her the best of success

in her new position. Mr. John Austin-miller has taken the place vacated by Miss Hammond and we welcome him to our department.

Mr. and Mrs. Rollie Blackwell and family are spending their vacation visiting relatives in Ohio. Mr. Blackwell is chief clerk to the division master mechanic.

California seems to be calling a good many of our girls to its state this summer. We don't know whether the girls are planning on getting in the movies or just what the attraction is in the Golden State. Misses Edna Pfeiffer, Eleanor Faris, Salina Myers and Mrs. Flossie Waggoner are planning to spend their vacations there.

We are getting worried about "Our Little Freddie." Since Christine has left he isn't eating or sleeping. Cheer up, Freddie, you can spend the evenings with her now.

We would like to know when Howard Hollis of the Stores Department, is going to have his tonsils taken out. How about it, Howard?

If you want any information about weddings just ask Martha of the Stores Department. She is very busy getting ready for her sister's wedding and we are wondering if she isn't helping with all the details so she will know all about how to plan her own wedding. Just when is it going to be, Martha?

Miss Ethel Dick of the Car Department, has now gone in the scrap business. Miss Dick will be glad to receive anything you may have to spare in the way of old papers, magazines, bottle tops, sunny sayings, etc.

Miss Catherine Pfeiffer of the Car Department, spent the week-end of May 25 in St. Louis—at least that is what she said. We wonder if she made a stop-over at a certain town en route. It is too bad you missed the train, Catherine. That must be another good Scotch joke. How about it?

Mr. M. M. Diek, district master car builder, who has been in the hospital for the past two months, is improving each day and we hope it won't be long until he is back with us again.

The girls at Hulman Street are to be commended on the many lovely scrap books they have made and sent to the sick. They have given much pleasure to all that have received them.

We always thought Joe McMahon of the Stores Department was Irish, but from all indications lately it seems he is SCOTCH-Irish.

The Car Department boys have organized a baseball team. Fritz Schwartz is president, general manager and treasurer. The uniforms are being made now and we hope to see some real ball games this summer.

When Harold Patton arrived at the office the other morning his feet weren't mates. He had one working shoe on and one shoe from his other pair. That same morning he had stepped on one of his socks and broken it. For those interested, Pat has put his galoshes in cold storage for the summer. He's jacked them up. Pat and his galoshes have been photographed numerous times and Pat is now writing a testimonial for the Mammoth Galosh Company, due to the excellent mileage received from his last pair of overshoes. As a baby—Mr. Patton can't remember when he wore under a No. 5 shoe.

Fritz Swartz's slogan is "Men who chew are men who do." (For heaven's sake, don't tell his wife.)

Goody is still waiting for that kiss, Katy.

Clear the stage—here comes Katy with that joke about the two tight Scotchmen again. Joe is waiting impatiently in the wings—he's all keyed up to tell us about Oscar and why they called him "Oscar."

West Clinton

Guy Kelley, our genial G. Y. M., enjoyed a brief two weeks' vacation the first of last month. He reports fishing not so good, but says he landed a few big ones. It seems needless to say that those idle days have taken ten years off his shoulders. Saw him at church the other night and as he was bareheaded, he looked like one of these rah-rah boys, but of course one would be bareheaded at church.

Sam McReynolds created quite a little excitement the other day when he had a horse collar delivered to him here.

Nye Parker of the Store Room, visited relatives in Texas last month. He was relieved by Toddie Parker.

Ben Palmer of the West Clinton section, is in a Danville hospital at the present time, but we hope to see him back home soon.

Frank Hunnicutt of the Car Department, has become musically inclined. He says if there is anything better than a piano it's two piauos.

Roy Logan says "Dog-gone these dogs." NIG met his death June 12.

Joe Wright says, "Insure with me, for U R health's sake."

Joe Taylor has left the West Clinton board and has gone back to Terre Haute. Was the lead getting too hot?

Earl Blue has been in the hospital for some time and we wish him a speedy recovery.

Wilbur Tindall is working the new yard clerk job recently put on.

Our trainmaster, Mr. McDonall is specializing in all kinds of trains, passenger, coal, red ball, and now it's "circus" trains.

Brakeman L. W. Parker has been on the sick list for some time and we will all be glad to see him out again.

It's about time the second trick force was having another "Fish Fry."



A Mallet Engine Helping Out on the Terre Haute Division

Yard Clerk M. J. Torrey has gone to Detroit.

All West Clinton was shocked at the death of Engineer Jonas Charubers the last of April. He had been ill but a short time and his passing is regretted by all.

Lawrence McKay, manager of the hotel here, made a business trip to Chicago, May 11.

Since the big merger of the St. Bernice and Blanford stations this has been quite a busy place. Chief Clerk Homer McCown says (anytime): "This is my busy day."

Frank Tully, of Terre Haute, is working at this station again. Be careful—death is so permanent.

Mr. Walter Osmer, of the Engineering Department, who is the sole owner of a prehistoric Dodge coupe, is searching the automobile market for a new car. Walter says that although he gets ample power from the remaining three good cylinders of his Dodge, that the irregularity of the exhaust is getting more or less monotonous, and he is going to trade it in on the car which proves to have the least deficient features. By taking a lot of free rides and giving each competing car a careful inspection, he has already eliminated the Cadillac, La Salle, Pierce Arrow, Buick, Packard and Viking on account of undesirable points detected by his eagle eye, and, at the present time has simmered the list down to the Pontiac and

Chevrolet. He is now weighing the advantages and disadvantages of these two cars, and, while the race between these two cars appears to be almost a tie, inside information that has leaked out makes it seem that the Chevrolet has a slight edge over the Pontiac.

Celebrates Our Service

A DINNER of much interest to the C. M. St. P. & P. R. R. was given recently at the home of Anna-Rae Andersen, Seattle, Washington, celebrating a trip made East two years ago by members of the Nordica Choral Club of Seattle. Those present at the dinner were: Mrs. Helen Crowe Snelling, director; Edna Moore, Elsie Kalushe, Irene Kalushe, Mae Junner, Helen Newhouse, Dee Denton, Mary Andersen, Emma Andersen and Anna-Rae Andersen.

The Nordica Choral Club is one of the outstanding choruses in the city of Seattle, with a membership of forty-five young girls between the ages of 16 and 30. The Club owns its lodge on Mercer Island, Lake Washington, for recreation purposes where many interesting week-ends are spent by members and their friends. The chorus takes an active part in all musical activities in the city and presents two formal concerts a year which are always well attended. The Club was recently selected from among other choruses to assist in the dedication services of our new Civic Auditorium.

The members are always interested in fostering movements in the interest of better music and for this reason the trip to Chicago and New York was made two years ago to represent Seattle at the National Federation of Music Clubs Convention at Chicago. The trip, however, was extended to include the cities of Washington, D. C., New York, Boston, Philadelphia, Pittsburgh and Columbus, Ohio.

The wonderful service given by the C. M. St. P. & P. R. R. to members of the Nordica Club on their eastern trip was again brought to mind at the dinner party. Place cards for each guest had been made by using a sketch of a Milwaukee train and the guests found their places by small snapshots pasted on these cards. The centerpiece for the table was a train representing the C. M. St. P. & P. R. R., with Chicago as its destination. Time tables scattered here and there added color to the table. A menu in keeping with the C. M. St. P. & P. R. R. was served together with a birthday cake in honor of the hostess' birthday, recalling the dinner served by the Milwaukee on April 15, 1927, when the same birthday was celebrated and the train left Seattle bearing the group of Seattleites to represent our western metropolis in the East.

Milwaukee R. R. Women's Club.

(Continued from page 26)

St. Maries Chapter

Mrs. Claude Hallead, Historian

THE meeting called to order by President Leonard, at club rooms. Large attendance out; was no host day and everyone helped to make the meeting a big success.

Report read by chairman of Ways and Means committee; Mrs. Shewneck showed that our Gallatin Gateway dance was a huge success, not only financially but from a social standpoint too. Several out-of-town members attended as well as the town people. Now the cry is when are you Milwaukee Club members going to have another dance?

Plans were made for a picnic to be held at Avery on June 6. This picnic was the first of the year and about fifty members went to Avery. The Avery members met us at the train and escorted us to Bromie Cottage where lunch was served. After lunch everyone en-

joyed an hour of out-door recreation and then went to the home of Mrs. Stevens, where the rest of the afternoon was spent in playing bridge, Mrs. C. Lewis winning high honors. The Avery ladies deserve many thanks for making the picnic a success.

Report was read by chairman of Sunshine committee, Mrs. Terry. This report is always looked forward to as the most important one of the club. The committee is always busy and have done very good work, several pairs of glasses have been purchased the last few months for school children who were unable to get them any other way. Their notes of thanks were read at the last meeting and made us feel that our small part in this club was worth while.

At this meeting Mrs. Schleusner resigned as secretary and Mrs. Lewis was appointed in her place.

Mrs. May was back to the club after several weeks' absence on account of sickness. We are all so glad to have her help again and thankful that she is well again.

The Membership committee, Mrs. Mickleson, chairman, read her report and should be thanked for the hard work they are doing, each meeting they have a few more new members to add to our list.

After the business meeting everyone visited for an hour and then lunch was served.

Next meeting is to be held at the home of Mrs. C. Lewis, on June 17.

Ottumwa Chapter

Mrs. James B. Davis, Historian

WE have just finished another busy month. Our tournament ended May 20, 1st prize going to Mrs. W. F. Grady; second to Mrs. C. E. Cross, and consolation prize to Mrs. Hopp. Mrs. Gibson and Mrs. Given conducted the four parties and they were lovely.

The monthly social meeting was held, the hostesses were Mrs. Gibson, Barnosky, Yates, Stutsman, Webber and Dingeman. Prizes in bridge were won by Mrs. Orvis and Mrs. Toumey. Tasty refreshments were served.

Our chapter has been very busy the past month taking care of one of our Milwaukee families and the president and chairman of the Welfare committee are to be congratulated on the results achieved.

Twin City Chapter

Mrs. F. P. Rogers

A SPRING STYLE REVUE was the feature of the meeting held April 8, by the Twin City Chapter, the cast being as follows:

1. Songs Mark Conbay
2. Solo Dance Jean Fredricks
3. Butterfly Dance Dainty Missfit

Spring Style Revue.
Accompanist, Phyllis Borncamp

MODELS

- | | |
|---|-----------------|
| Giggles | Mrs. Sainsbury |
| Bride of 1949 | Lawrence Walsh |
| Flower Girl of 1949 | Alfred Mueller |
| Maggie Jiggs | Mrs. Peed |
| Athletic Prize Winner | Robt. Tishleder |
| Baby Face | Mrs. Morken |
| Lillims | Mrs. Stanly |
| Bathing Beauty | John Schinzel |
| Corn Fed Flapper | Mrs. Kurzejka |
| Powerful Katrinka | Daniel Kennedy |
| Mary Pickford | Mrs. Callahan |
| Gloria Swanson | Fred George |
| Cleopatra | Mrs. Rogers |
| Tillie the Toiler | James Jakubec |
| Captain Jinks of the Horse Marine | |
| | Mrs. Gallivan |
| School Teacher | Mrs. Rassmussen |
| Clinging Vine | Jim Hayes |
| Peaches Browning | Harold Stanly |

After the program dainty refreshments were served by the social committee.

The regular board meeting was held April 29 at the Uptown Tea Shop. Luncheon was served. The hostesses in charge were Mmes. Sainsbury, Scoville, Turney, Rassmussen and Rogers.

Our Ways and Means Chairman Mrs. Turney, reported \$586.00 the amount realized on our Gallatin Gateway Dance, which was a splendid success.

The last meeting of the season was held in St. Paul, May 6, at the Knights of Columbus Hall. Dancing and cards was the attraction of the evening. Over three hundred Milwaukee employees had a most enjoyable time. Refreshments were served.

A short business meeting was held, Mrs. Bannon presided.

The Membership Chairman Mrs. Sainsbury, reported 463 members. Mrs. Scoville was the lucky winner of the \$10.00 prize for securing the most members from January 1 to May 1, she having secured 163 new members. Mrs. Turney was presented with \$5.00 for bringing in 83 new members.

Our Welfare Chairman Mrs. Holbrook and her committee are working early and late taking care of the needy and those in trouble, they have brought cheer and comfort into many homes.

A special meeting was called May 18 to meet Mrs. Byram, president-general and several of the general officers from Chicago.

The Minneapolis meeting was held at 2:30 p. m. in the green room of the Nicolet Hotel and the St. Paul meeting was held at 8:00 p. m. in the parlors of the Hotel Lowry, a goodly number attended both meetings.

Mrs. Byram reviewed the activities of the Women's Club over the entire system and related some of the very interesting experiences of her extended tour, having visited various chapters. Miss Lindskog, Mrs. Carpenter Kendall and Mrs. Craig, who accompanied Mrs. Byram, was introduced and made brief remarks. It was regretted that Mrs. Byram's schedule provided for a 9:30 p. m. departure, as we would have enjoyed hearing more from her and the other officers.

Many of the ladies of the Twin City Chapter are planning upon attending the luncheon to be held in Chicago in October.

Miss Maxine Morken, daughter of Mr. and Mrs. H. Morken, is sailing the middle of July for Brussels, to spend a year of travel and study abroad. Miss Morken has entertained the Twin City Chapter on many occasions with her delightful dancing and we are all predicting a very successful career for her. Besides being a very talented dancer, she is a most charming young lady.

Janesville Chapter

Mrs. W. H. Morrissey, Historian

DURING the latter part of April our club was visited by Mrs. Byram, Mrs. Kendall, Miss Lindskog and Mrs. Rummel. An afternoon meeting was held at which time a resume of the present year's work was gone over. Short, inspiring talks and suggestions were given by our guests.

On May 28 the club held their first Memorial service. Mr. G. Ryan opened the service with a few words. The service was both impressive and beautiful, 12 young women in white Grecian robes carrying lighted tapers marched into the club room and knelt while Miss Carrie Young, accompanied by Miss Harriet Mulligan at the piano sang "Rock of Ages." Mrs. Ryan dedicated a wreath to the departed members of the Milwaukee Road. The ceremony was planned and executed by Mrs. J. A. Lovaas.

A dinner was served to over 100 club mem-

bers and their families. A corps of women in charge of Mrs. Howard Haffery prepared and cooked the entire meal in our club kitchen. Mrs. J. E. Hymers had charge of table decorations and serving. The tables were lovely with spring flowers.

A playlet, "How the Story Grew," was enacted by eight women under the direction of Mrs. Willis Taylor, and thoroughly enjoyed by everyone.

At our June meeting it was decided to suspend meetings until September, at which time a picnic is to be held. Plans were made for two card parties to be held during June and July.

We are very sorry to report the loss of two of our best workers, Mrs. John Higgins, chairman of Ways and Means last year, died at her home in Janesville, June 10. Mrs. Claude Lottie, another charter member died at Madison, June 10.

Our sympathy is also extended to Mrs. James Fox, whose mother died recently; also to Mr. Robert Young on the loss of his father.

Madison Chapter

A. D. P.

THE regular meeting of the Madison Chapter was held May 24, our president, Mrs. Grace Suwalski presiding.

After the meeting we were entertained by Miss Helen Daley, who gave a group of musical readings. Light refreshments were served by the conductors' wives.

Plans were made to hold a picnic on June 15, but as our chapter was saddened by the death of Mrs. Clyde Iohé, one of our members, the picnic has been postponed indefinitely.

The chapter will greatly feel the loss of Mrs. Iohé, as she was a very active member.

The ladies of the club wish to extend to Mr. Iohé and his family their sympathy in their great loss.

Perry Chapter

Ruby Eckman, Historian

THE June meeting of the club was the last which will be held during the summer. The club has been active in the work of raising funds for their charity expenditures and will welcome a rest from their labors. The Sunshine Committee will remain on the job, however, as the work of this committee is needed at all times. The club has enjoyed a profitable year and closed with a good increase in membership.

Savanna Chapter

Mrs. R. G. Heck, Historian

THE membership of our chapter has steadily increased since the recent drive of our membership committee.

Our June meeting will be held sometime during the last week of the month and we are very pleased to say that our club house is being made larger, which was a great necessity, our card parties, dances and Safety First dinners are always well attended.

Our Mutual Benefit and Sunshine committees have been called upon a great many times this spring and our chapter has been very happy to be able to take care of all of this work.

Former car checker W. Christensen rode into Chicago a couple days ago accompanied by two nice strangers. One of the boys admired Mr. Christensen's suit and kept feeling of its fine texture. The boys got off at Galewood and when Wilbur got off at the Union Depot he was minus his pocketbook and loose change.

Miss McGrail had decided to spend her vacation in Yellowstone Park this year.

Resuscitation from Electric Shock, Gassing and Drowning

By W. F. Coors, Electrical Inspector. Tacoma Shops

ANY occasion of personal injury resulting from electric shock, gassing or drowning is very liable to result in death of the victim unless properly handled. However, if such cases are properly handled, nine out of ten such victims may be entirely restored to normal health. Therefore, no subject could be more important on a large railroad property where Safety First measures are given paramount consideration. Especially is this true where hundreds of employees are more or less subject to the possible hazard of encountering such circumstances in the nature of their work or the environment of their vacations.

It is apparent that not only on an electrically operated road there may be cases of electric shock but also refrigerator cars with their heaters may occasion cases of gassing and vacations always have their victims of drowning. Campaigns have been made in the past to teach everyone to be able to swim but it is equally important that everyone should be able to resuscitate the drowned, the gassed, or the electric shock victim, and the recognized treatment for all three of these kinds of accidents is the Schaefer Prone Pressure Method of Resuscitation.

The prime feature of any kind of treatment in these cases is its immediate application at the place of the accident, and next is its efficacy in the treatment of the case. The recommended prone pressure method of resuscitation furnishes the best solution of this part of the problem. In many cases we read write-ups in the newspapers where some victim was drowned, for example—

"Every effort was made to revive the victim. He was taken miles to the hospital where a* was used for several hours."

To those with experience in such matters it is at once apparent that even though the victim had had a chance of being resuscitated when first found, the delay in taking him to the hospital or getting a* to the place of the accident must nearly always result in a fatality; or if, perhaps, a victim of any of the three above mentioned accidents is discovered and the discoverer, instead of starting resuscitation immediately calls and waits for a doctor to arrive, the victim's chances of being revived are usually gone before the doctor reaches him.

On the other hand the discoverer may have made himself fairly familiar with the recommended method of resuscitation and is applying it when a doctor called by someone else arrives and pronounces the victim dead or wishes to try some other method of resuscitation. Should the doctor's opinion then be followed and the Prone Pressure work discontinued? Certainly this should not be the case. It can do no harm to keep on the work of respiration on a dead man for several hours or until rigor mortis sets in, and if the doctor is uninformed on the RECOMMENDED practice of resuscitation, such a condition is no excuse for not giving the victim every chance for

recovery. There are many cases on record where seeming fatalities have recovered when proper resuscitation work was continued under such conditions.

The large electrical manufacturing concerns—The National Electric Light Association and similar organizations and the Milwaukee Road recommend the Schaefer Prone Pressure Method of Resuscitation from actual experience. It would be ideal if everyone were entirely familiar with such and could have some practice in resuscitation drill.

On electrified divisions of a railroad, every official and employee down to the section hands might see the occasion arise wherein they could resuscitate some victim of electric shock, and their efforts applied immediately at the scene of the accident would be of more value than those of the best medical doctor arriving from a more distant point a little later.

Therefore it is very desirable that approved resuscitation posters be placed in prominent positions in all passenger stations, section houses, train and engine-men's register rooms, cabooses and engines. Also, this work should be carried into the Safety First meetings where the approved resuscitation directions should be repeatedly gone over to explain and fix them in the minds of all employees. Actual drills in resuscitation work are very important because no matter how familiar a man may be with the printed directions, he cannot make the most efficient application of them without having first put them into actual practice. This inexperience may be more emphasized in the excitement occasioned when an accident has occurred.

If a man has actually had the experience of resuscitating a victim of one of these kind of accidents, he has the will and confidence to go ahead with the work in similar subsequent cases and these themselves are vital. Unfortunately, such experienced men are not always available when a victim is found.

The next best thing is that everyone liable to come into contact with such cases—and who can say who may not at some time or other—should be given actual physical drill in resuscitation work by the prone pressure method.

*Indicates mechanical revivifying machines.

Milwaukee Shops

H. W. G.

MR. JOE ROBERTS took his wife to the Mayo clinic at Rochester, Minn., last week with the hopes of bringing about an improved condition in her health which we all hope will be successful.

Mr. and Mrs. Roberts just returned from a winter in California.

Another of the old veterans has passed on in the death of Engineer John Sherman, at his home in Milwaukee, May 17. Mr. Sherman was an old La Crosse Division engineer, who had been unable to work for quite a while.



America's Longest Electrified Railroad

On its transcontinental line between Chicago and Puget Sound, The Milwaukee Road operates, by electricity, 440 miles between Harlowton, Montana, and Avery, Idaho, and 216 miles between Othello, Washington, and Seattle. These 656 miles constitute 40% of the Nation's total electrified railroad mileage—by far America's Longest Electrified Railroad.

Tumbling mountain streams in the Belt, Rocky, Bitter Root and Cascade ranges originate the power for the mighty electric locomotives. Heavy trains are moved over the Continental Divide and the grades of the Cascades swiftly, smoothly and surely. Travelers marvel at this scientific accomplishment, said by Thomas A. Edison to be "the very latest word in transportation."

The Milwaukee Road is the shortest route between Chicago and Seattle, and the only railroad operating over its own rails all the way. Its fast, newly-inaugurated schedule is saving travelers between Chicago and the Puget Sound cities practically a business day.

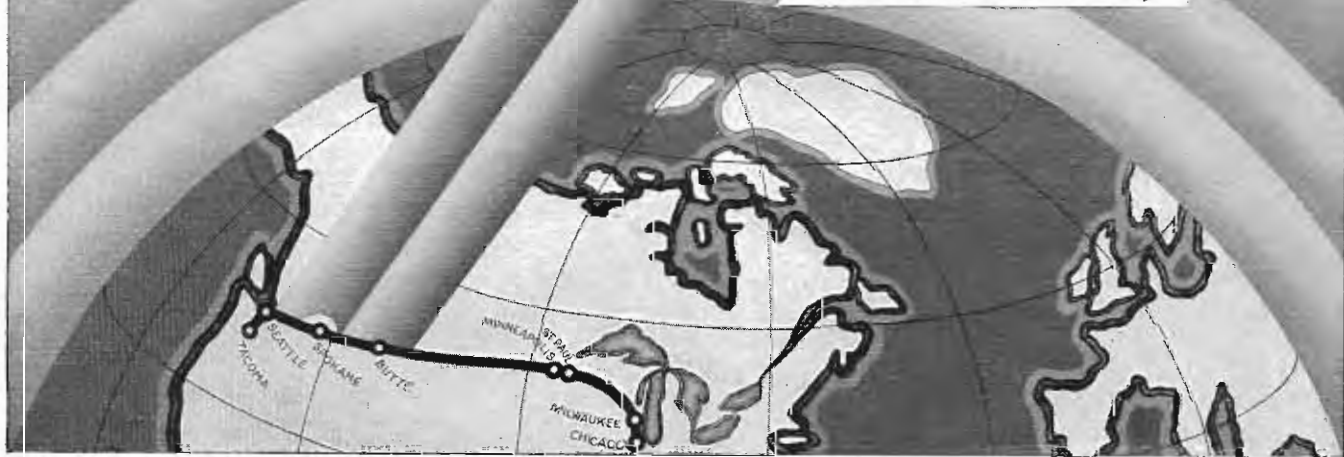
For your copy of "Key Notes," containing information concerning this railroad, write The Milwaukee Road, Room 867K, Union Station, Chicago.

The MILWAUKEE ROAD



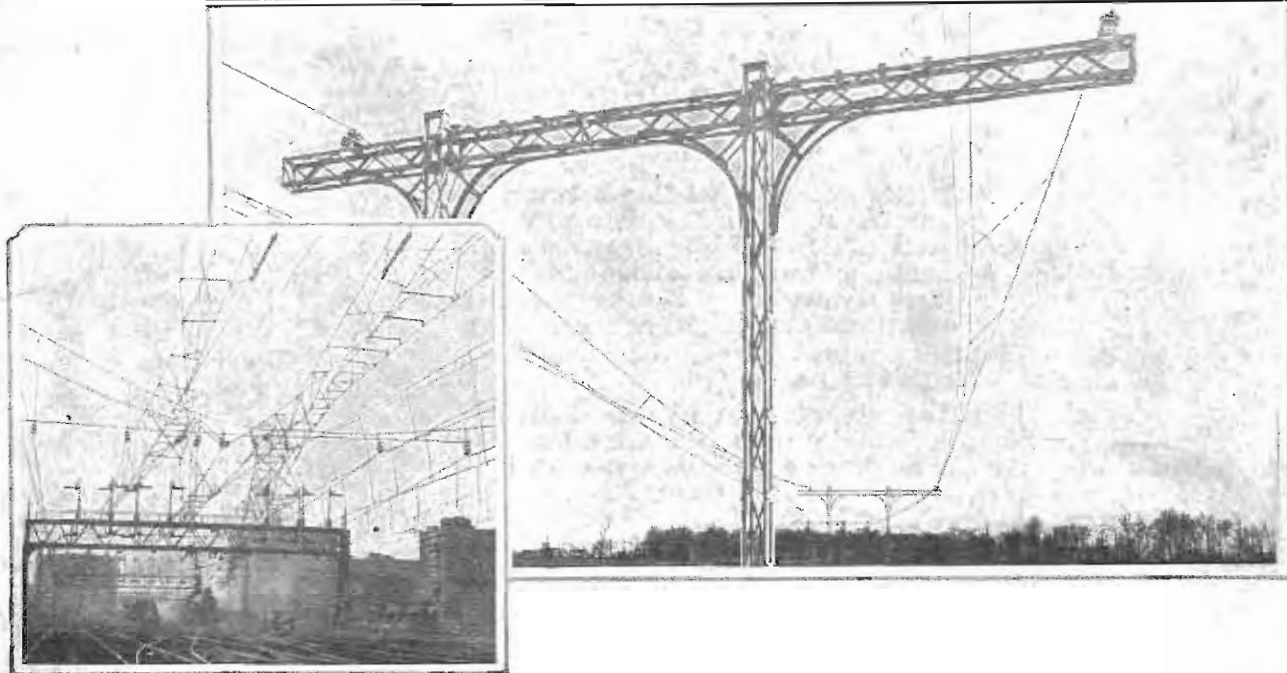
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