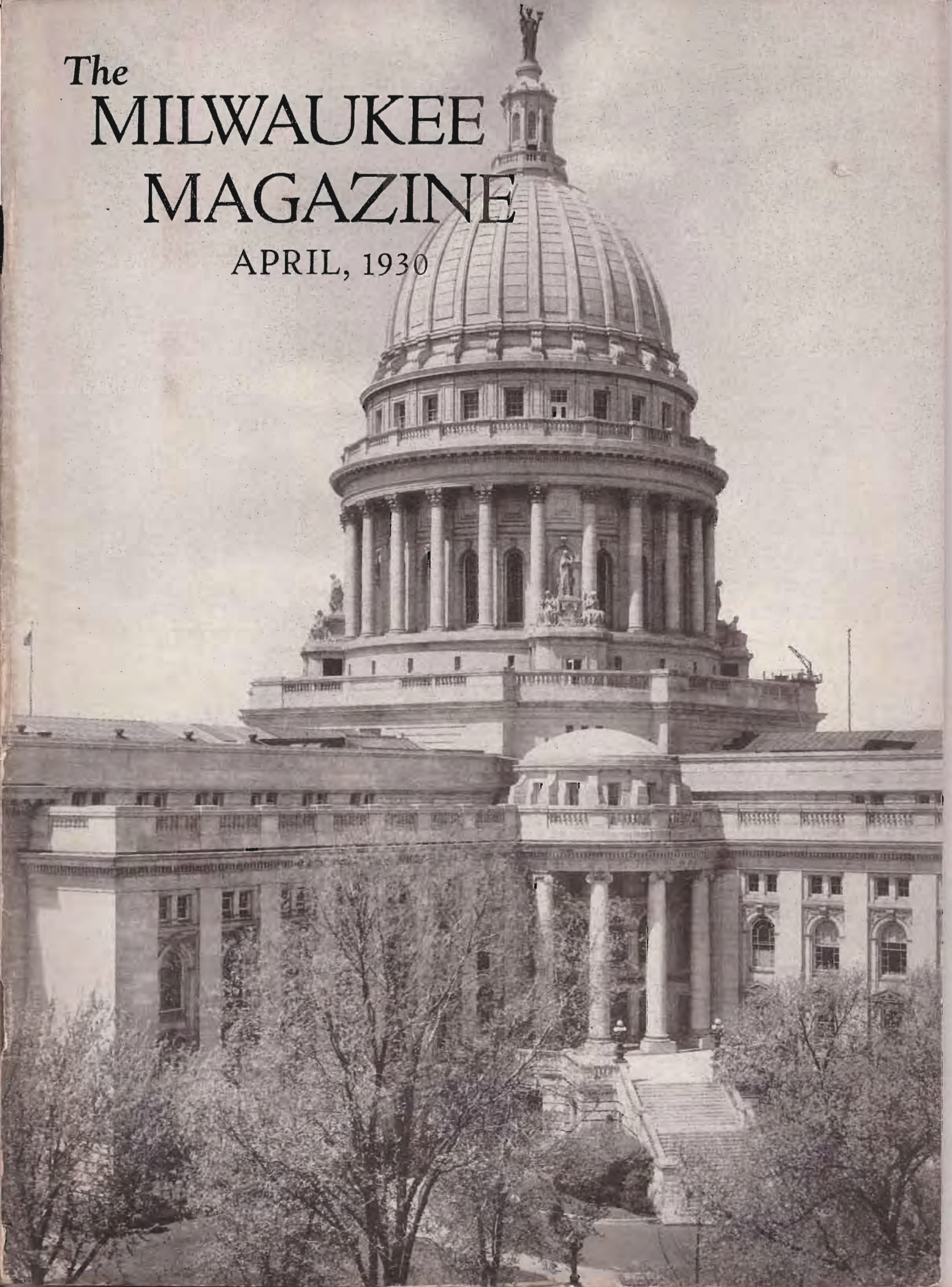
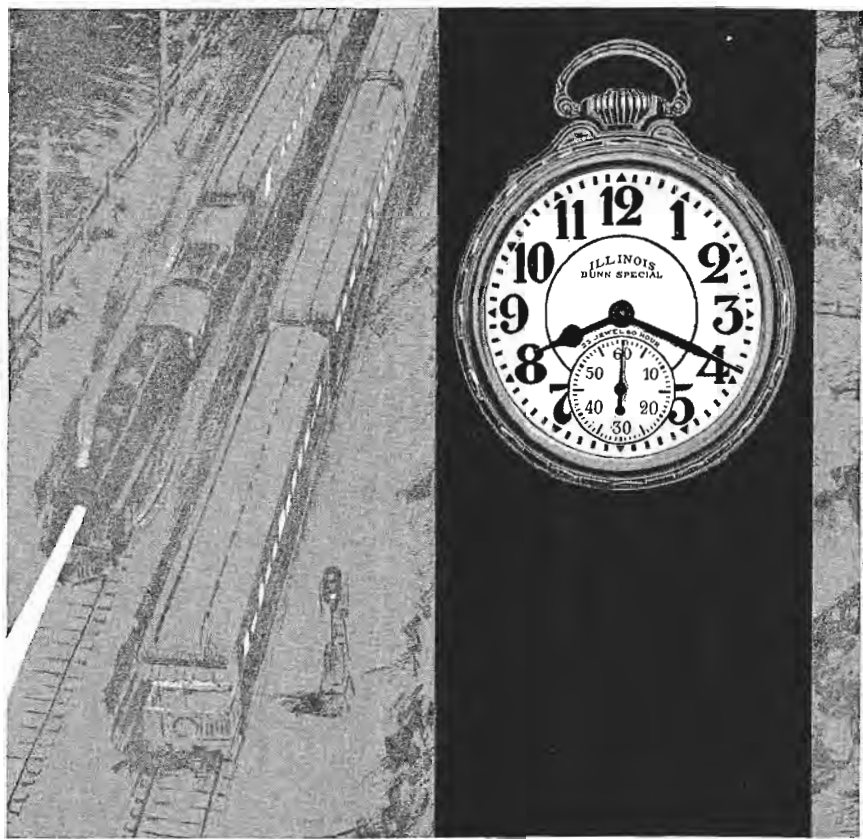


The
MILWAUKEE
MAGAZINE

APRIL, 1930



ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE



.... ACCURATE TIME
your priceless guarantee of safety

There is no watch made for railroad service any finer than the 23-jewel Bunn Special. Its record for accurate time-keeping is a guarantee of safety you can safely depend on.

The Bunn Special has fairly won its place with railroad men who know what responsibility centers on a watch. It is adjusted to six positions and is the only 23-jewel watch made to run more than 60

hours on one winding, giving you accurate time for at least forty-eight hours. This feature comes from the exclusive Illinois Superior Motor Barrel which permits the use of a longer, thinner mainspring that protects you against your own forgetfulness.

Ask any jeweler who knows railroad watches. He will endorse everything we say about the Bunn Special, and be glad to show you how easy it is to own one.

Bunn Special, 21 jewels, 10k yellow gold-filled case.....	\$60
Bunn Special, 21 jewels, 14k white or green gold-filled case.....	65
Bunn Special, 23 jewels, jeweled Motor Barrel, 10k yellow gold-filled case.....	70
Bunn Special, 23 jewels, jeweled Motor Barrel, 14k white or green gold-filled case....	75
Sangamo, 23 jewels, jeweled Motor Barrel, 14k white, green or natural gold-filled case..	90

Any of these watches with engraved-back case, \$2.00 additional

The same high quality marks all Illinois Watches—men's pocket and strap and ladies' ribbon watches in many attractive styles. Unequaled dollar-for-dollar value. Write for interesting illustrated booklet, "The Thrilling Beauty that Lies Within," describing the complete line. Address The Illinois Watch, 1270 North Ninth Street, Springfield, Illinois.

THE NEW YORKER (left)	THE FAIRPORT (right)
17 jewels, 14k gold-filled.....\$50.00	17 jewels, 14k gold-filled.....\$50.00



The **ILLINOIS WATCH**
Fine Watches since 1870

Announcement

TO C. M. ST. P. & P. R. R. EMPLOYEES:

Perhaps there is no greater service that can be rendered employees of any organization than aid in preventing sickness. Disease prevention depends, primarily, upon maintaining body resistance—keeping fit.

March and April are the danger months—colds, flu, bronchitis, pneumonia, rheumatism, grippe, etc., cause 60% of loss of time from illness—in fact, illness of all types finds 60% of its original cause in the common cold.

Science has demonstrated that in SUNSHINE are found the elements which best keep the body fit and able to combat disease.

But we can not have SUNSHINE every day—most of us are indoors, anyhow, and can't get it when the sun does shine—and even if we could be out in the SUNSHINE our clothing will not permit enough absorption to do much good, and so science has given to us the ULTRA-VIOLET SUNSHINE LAMP which the Bureau of Standards at Washington says gives us actual, natural SUNSHINE elements.

The VITAL-ARC ULTRA-VIOLET LAMP meets every requirement of the Bureau of Standards—an Ultra-Violet lamp must give a certain amount of both the Infra-Red and the Ultra-Violet if it cures your child of rickets, builds health, prevents illness. The VITAL-ARC gives a combination of all of the octaves of light, and in the right proportion.

Milwaukee employees may secure this lamp at a courtesy discount given to the Milwaukee organization—it is passed on to you—there is no profit to the Milwaukee organization other than in having rendered you a welfare service.

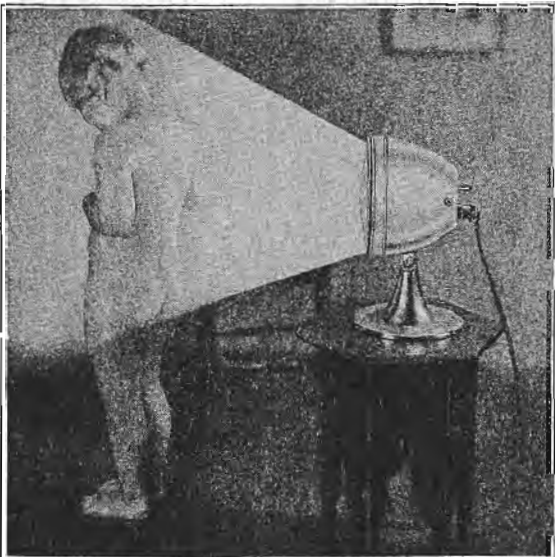
Dr. H. N. Bundeson, noted health authority, says: "Ultra Violet Ray treatments are helpful in preventing and curing rickets and in building up strength to resist disease."

A noted Chicago physician says: "Our bodies, both young and old, are literally starved for sunshine. We need a sunshine bath daily if we are going to live efficient, healthful lives."

VITAL-ARC Ultra Violet Sunshine Lamps have proven our slogan—Pep for Men . . . Beauty for Women . . . Strong Bodies for Children.

Ask any bank, Bradstreet, or Dun about the Cruver Manufacturing Co. For thirty-five years they have been building things right, and you can depend upon their products. We invite you to consult our Scientific and Professional Department on any question concerning the use of the VITAL-ARC LAMP.

Compare
Our
Specifications
—
10 mm. carbons
12 amp. arc
No wrench or pliers
needed to change
carbons
—
Easy to adjust
—
Simple to operate
—
Powerful in
Radiation
—
Infra-Red and
Ultra-Violet
Combined
Costs 5c for
15-minute
treatment
—
Lamp burns 10 to
15 minutes on one
adjustment. This
is a safety feature.



CRUVER MANUFACTURING CO.,
2460 Jackson Boulevard, Chicago, Illinois.

.....Send me one Floor Model C VITAL-ARC—\$45.00 list.

.....Send me one Table Model C VITAL-ARC—\$40.00 list.
(Either model carries 33 1/3% courtesy discount to Milwaukee employees, or \$30.00 and \$26.67, respectively.)

.....Enclosed is \$5.00—Balance C. O. D.

.....If payments are desired, send \$10.00 and the balance in five monthly payments, with 6% carrying charge.

Name.....

Address.....

Division..... Dept.....

The New York Trust Company

Capital, Surplus and Undivided

Profits \$45,000,000

TRUSTEES

H. M. ADDINSELL	Harris, Forbes & Company
FREDERIC W. ALLEN	Lee, Higginson & Company
MORTIMER N. BUCKNER	Chairman of the Board
JAMES C. COLGATE	James B. Colgate & Company
ALFRED A. COOK	Cook, Nathan & Lehman
ARTHUR J. CUMNOCK	Catlin & Company, Inc.
WILLIAM F. CUTLER	American Brake Shoe & Fdy. Co.
HARRY P. DAVISON	J. P. Morgan & Company
ROBERT W. DE FOREST	De Forest Brothers
GEORGE DOUBLEDAY	Ingersoll-Rand Company
RUSSELL H. DUNHAM	Hercules Powder Company
SAMUEL H. FISHER	New York
JOHN A. GARVER	Shearman & Sterling
ARTEMUS L. GATES	President
HARVEY D. GIBSON	Chairman, Executive Committee
CHARLES HAYDEN	Hayden, Stone & Company
F. N. HOFFSTOT	Pressed Steel Car Company
WALTER JENNINGS	New York
DARWIN P. KINGSLEY	New York Life Insurance Co.
EDWARD E. LOOMIS	Lehigh Valley Railroad Co.
ROBERT A. LOVETT	Brown Brothers & Company
HOWARD W. MAXWELL	Atlas Portland Cement Company
EDWARD S. MOORE	New York
GRAYSON M.-P. MURPHY	G. M.-P. Murphy & Company
HARRY T. PETERS	New York
DEAN SAGE	Zabriskie, Sage, Gray & Todd
LOUIS STEWART, SR.	New York
VANDERBILT WEBB	Murray, Aldrich & Webb

100 BROADWAY
40TH STREET AND MADISON AVENUE
57TH STREET AND FIFTH AVENUE

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

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

SAVE SAVE

106

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

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

Northwest Bancorporation
MINNEAPOLIS
Resources over \$483,000,000



First National Bank
in MILES CITY
MILES CITY, MONTANA
Capital, Surplus and Undivided
Profits - - - - \$300,000.00
G. M. Miles, Chairman
H. H. Bright.....President
Oscar Ball.....Vice-President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier



Mr. Markham needed \$300

It was a pleasant discovery when Mr. Markham found out that he could borrow the amount needed to pay his wife's hospital bill without collateral at six per cent under the First Wisconsin Personal Loan Plan. His good character, steady employment and the endorsement of two responsible persons provided adequate security. The loan is being repaid by a series of monthly deposits in a special savings account earning 3% compound interest.

Complete information concerning personal loans of from \$50 to \$500 may be obtained at the Second Wisconsin National Bank or any other bank affiliated with the First Wisconsin Group.

FIRST WISCONSIN GROUP
MILWAUKEE

You Can Safely Put Your Trust in the

Spokane and Eastern Trust Company

Founded 1890
Affiliated with Northwest Bancorporation
SPOKANE, WASHINGTON

A CLEARING HOUSE BANK

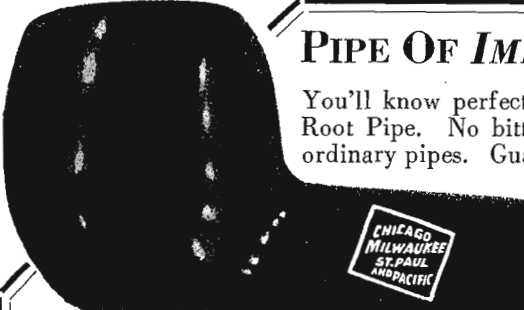
FULLERTON STATE BANK

1423-27 Fullerton Avenue
CHICAGO
(One Block West of Southport Avenue)

First National Bank
of Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound, has resources of \$12,000,000.00. Pays liberal interest on deposits.

Established Since 1892



PIPE OF IMPORTED BRIAR ROOT SENT ON TRIAL

You'll know perfect pipe pleasure when you've tried this fine imported Briar Root Pipe. No bitter nicotine taste—no oil or sap from the bowl as with ordinary pipes. Guaranteed for one year against burning through or cracking. Send only \$1—smoke it for a whole week—if you don't find it the sweetest smoke you've ever tried, send it back and we'll refund your money with postage. Hundreds of railroad men smoke and praise Bushell's Famous Dollar Pipe.

MAIL IT NOW

NICOTINE TRAP PUTS THE OK in SMOKING

CHICAGO MILWAUKEE ST. PAUL AND PACIFIC

The Milwaukee Magazine (Pipe Dept.)
865 Union Station, Chicago, Ill.

Name _____
Address _____
City _____
State _____
Stamp with Milwaukee Trademark.
Yes _____ No _____

4



No Hurry—
pipe's going good!

EDGEWORTH fits right in with those little waits while the boys get the next switch ready. Engineer J. Delaney of the New York Central's 60th Street yard knows it does. Edgeworth keeps its place in the pockets and pipes of men who know what they want. Slow-burning, cool and benevolent, with a flavor all its own, Edgeworth stays friendly.



If YOU don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Address Larus & Bro. Co., Richmond, Va.

EDGEWORTH
SMOKING TOBACCO

LARUS & BRO. CO., 100 S. 22d St.,
Richmond, Va.

I'll try your Edgeworth. And I'll try it
in a good pipe.

My name.....

My street address.....

And the
town and state.....

Now let the Edgeworth come!

T 22

CONTENTS

	Page
The Wisconsin State Capitol.....	Front Cover
Madison, Wisconsin.....	Alvin E. Gillett..... 5
Accident Prevention.....	7
In Memoriam	10
Puget Sound Pioneers' Club.....	10
Special Train of Gasoline.....	10
Milwaukee Employes' Pension Association.....	10
New Passenger Service to Central America.....	10
Safety Records.....	11
Milwaukee Machinists' Banquet.....	12
Claim Prevention.....	13
Fire Prevention.....	14
Saved from Burning Auto.....	14
Help Wanted.....	15
The Milwaukee R. R. Women's Club.....	17
At Home.....	21
Current News of the Railroad.....	26
Special Commendation.....	27
On the Steel Trail.....	28



Handy 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.

Greater Candle Power

—Stronger and better diffused light
—Sturdy Construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern"
With or without
rear light

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.

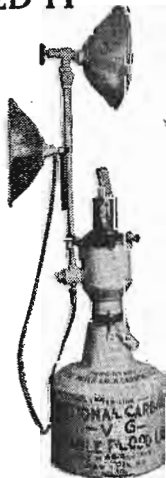
LIGHT

WHEN and WHERE YOU NEED IT

On the job there is no substitute for steady light—plenty of it and where you want it.

For work under ground, 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 about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide
V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
342 Madison Ave., New York.

Gentlemen:

Please send me complete information about your lights shown above.

I am aon the
(Occupation)

.....of The Milwaukee.
(Division)

Name

Address.....



THE MILWAUKEE MAGAZINE

Volume XVIII

April, 1930

No. 1



Madison, Wisconsin

"The Four Lake City"

By Alvin E. Gillett, Secretary, Madison Association of Commerce



Alvin E. Gillett

MADISON, Wisconsin, known as the "Four Lake City" located on an isthmus, has recently been designated by two men from abroad as the "most typically American" of any city in this country. Dr. Edouard Willemms of the Brussels University, Brussels, Belgium, asked Vivian Carter, an Englishman, and the editor of the Rotary International Magazine, to name the city which he thought was the most typically American and he said, "Madison, Wisconsin."

Dr. Willemms is inviting three to four hundred European Rotarians to spend a month in Madison this summer in order to acquaint them with living and business conditions in the city which he calls the "Most Typical American."

Even the most intense lover of a city would not have the temerity to say that his city was the most beautiful or the most friendly, or the finest city in the United States, but I am wondering if it is immodest for a Chamber of Commerce secretary to repeat the pleasant things which noted people have said about his city.

Sir Edwin Arnold said "Madison is the Most Beautiful Little City in the World," and Longfellow in his poem extolled the beauty of Madison's four lakes.

This city has never had a boom, but it has grown steadily and rapidly for many years; while Madison has not been known in the past as an industrial center, still her growth along these lines has been the greatest during the past four years of any city in Wisconsin. The aggregate weekly pay roll has increased 31 per cent in four years, and the number of employees in the factories has increased 27 per cent. Much of the growth and development of the city is due to the location here of one of the greatest universities in the United States, and also because it is the home of the state capitol, and the center of the richest dairying and agricultural section in the United States.

Beautifully situated between three of her four sparkling lakes, on land with rolling, wooded hills, her streets lined with stately elms and oaks, endowed with great natural beauty, Madison has grown rapidly to a "City of Homes," containing about 60,000 people. Her citizens come from all sections of the country—

even from foreign lands—and Madison is the place they have chosen to call "Home." It is their home because of its great natural beauty, its educational advantages, its unique strategic business location with no cities to the north, east, or west closer than the shores of Lake Michigan, its seasonable climate with its invigorating winters, its renown as the capital of Wisconsin—the Summer Playground of America, and its fine spirit of co-operation, friendliness, and business integrity.

"With Every April Wind That Blows"

*With every April wind that blows,
I feel you here,
With bursting bud, with tulip cup
and rose,
My Dear.*

*Mirage of green upon the river
trees,
Your face, your hand, your
smile,
Along the ways your feet have
gone with mine,
That other while.*

*Tho' quick tears 'gainst my eyelids
come
This Easter time,
I like to think, at Evening Star,
You make it shine.*

—N. B. D.

City as a Center

Besides being the political and educational center of the state of Wisconsin, Madison is the recreational and business center for south central Wisconsin. It is the hospital center for the same section and is growing to be one of the great hospital centers of the United States. Madison is the center of the dairy interests of the entire state; the leaf tobacco center; the second city in the number of conventions, and the home of many small but rapidly growing industries. A few of them have already reached national proportions and are manufacturing internationally known products. Madison's accessibility makes it an ideal industrial, jobbing, and distributing center.

Besides the University of Wisconsin with its great State Historical Museum, its 1,000-acre campus with many Indian mounds, and its great natural beauty, Madison has the \$10,000,000 state capitol of monumental beauty, surmounted by a dome that is the third tallest in the world. With many search lights playing upon it at night, this dome acts as a beacon for the many tourists of the road

and the air who are on their way to Madison. The new \$1,000,000 government Post Office, the first to be dedicated since the World War, was completed in February and occupied in March, 1929. Madison has eleven miles of lake shore within the city limits, 13,000 acres of water surface in summer and ice surface in winter for all kinds of sports, and twenty-three parks with 504.3 acres. Madison has the only forest products laboratory in the United States, containing samples of all the woods grown in North and South America. There are 1,000 Indian mounds within a radius of two miles. There are two public, one municipal, and four private club golf courses. The Dells of the Wisconsin, the power house and dam at Prairie du Sac, the little Berkshires, Lake Ripley, Lake Kegonsa, Lake Koshkonong, Parfrey's Gorge, Durward's Glen, Lake Wisconsin, State Fish Hatchery and Park, Wright's Bungalow, Tower Hill, Green County—The Little Switzerland of America—Nelson Dewey Park, and many other points of interest make wonderful one-day excursions from Madison.

Education

The University of Wisconsin with 10,000 regular students and 5,200 in summer school, completes the educational requirements of Madison's children. It is supplemented by 5 high schools at present, 7 parochial and diocesan, 15 public grade schools, a vocational school with 4,000 students, three schools of music, an art school, and a commercial college. Special training is also offered to the deaf and dumb, to those with speech defects, to crippled children, to the physically weak, and to the subnormal.

Madison ranks as the first city in the state in education and students, the University of Wisconsin reports 30,000 more taking educational work through correspondence and was the pioneer in this line of endeavor among the universities of the nation.

Civics, Welfare and Health

The drinking water for Madison is obtained from 14 artesian wells. The city has the largest number of telephones per capita in the United States. There are eight theatres with a capacity of over 8,000, 14 hotels containing 1,347 rooms, 55 churches ministering to the spiritual needs of the community, and a Community Union with an annual budget of approximately \$104,000, which is made available through one annual consolidated local campaign for funds.

Plans are under way for an auditorium to seat 6,000 people and agitation has been started for a new city hall. Land

has been purchased and work has been done on an Arboretum that will add to Madison's fame.

Because of the university, the city's location and proximity to the larger centers, Madison enjoys the best in concert and musical offerings. A Civic Chorus and a Civic Symphony Orchestra have been organized and have been successful.

The hospitals contain 1,013 beds. An addition is being started to one hospital and the new \$350,000 Lutheran hospital will contain 160 beds. In addition, Normandale, just outside of Madison, is the new private institution for the care of patients with mental and nervous disorders. The Dane County Board of Supervisors has started construction on the new County Tubercular Sanitarium. The State Hospital for the Insane and the Wisconsin Memorial Hospital for World War Veterans are located at Mendota, just outside of the city of Madison. The Bradley Memorial Hospital for crippled children is at the university.

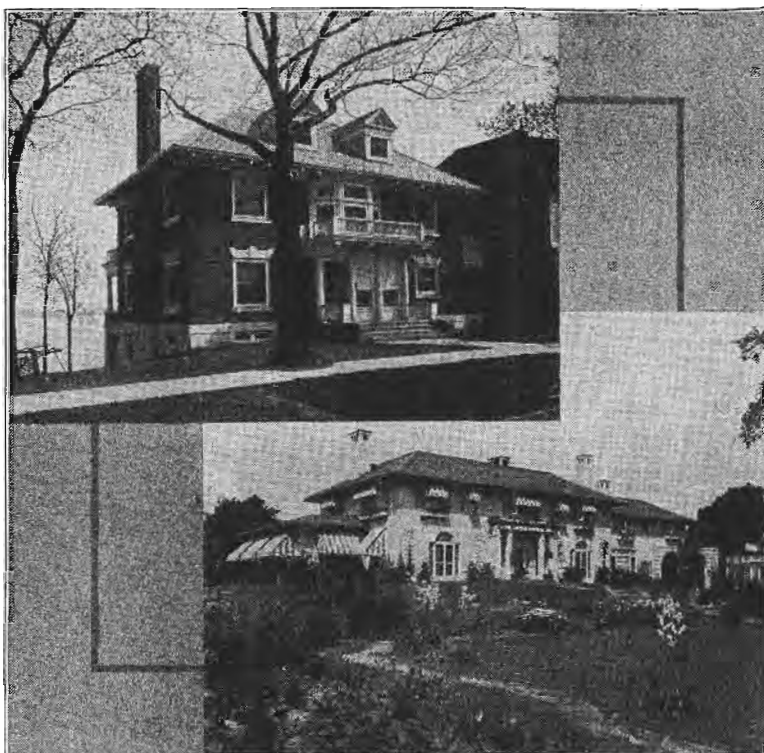
Madison has the only annual pre-school age child Blue Ribbon contest in the country.

The city employs a full-time recreational director, has an athletic field, maintains boat houses, bath houses, and bathing beaches. Madison also has a full-time health officer. It enjoys a low death rate and a very low infant mortality rate.

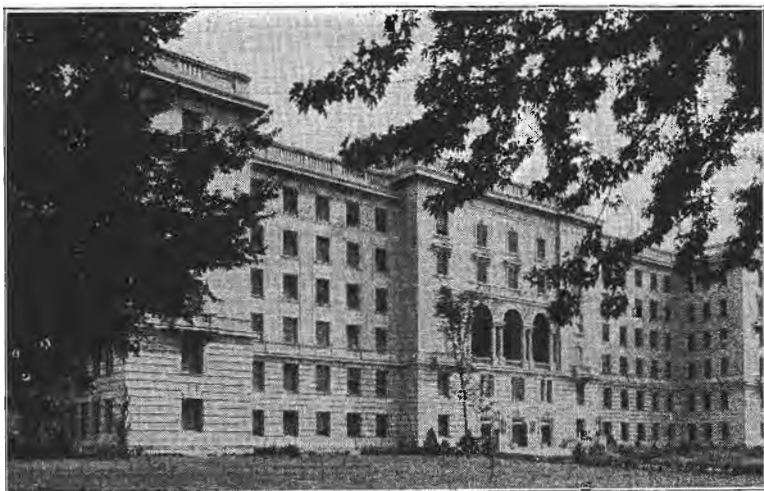
Organizations and Clubs

Practically all the fraternal organizations of the country are represented here. New and impressive structures have lately been erected by the Knights of Pythias, the Eagles, the Moose and the Masons. Other organizations with club houses are: the Elks, College Club, Girl's Club, Knights of Columbus, Madison Club, University Club, Woman's Club, Y. M. C. A. and Y. W. C. A. There are seven service clubs: Rotary, Kiwanis, Lions, Gyro, Optimists, American Business, and Cosmopolitan. In addition, there is the Association of Commerce, which is very active in civic affairs and growing rapidly in size and influence; The Madison Real Estate Board, affiliated with the State and National organization, having regular weekly meetings; the East Side Business Men's Association; the Women's Civic Club; the Capitol Mutual Club; a Catholic Woman's Club; and the Madison Business and Professional Women's League.

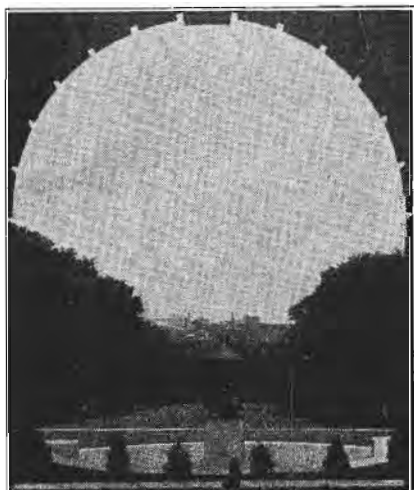
(Continued on page 23)



In the Madison Residence Section



The Wisconsin General Hospital



The Open Door, City in the Distance



Airplane View of Madison

ACCIDENT SAFETY FIRST PREVENTION

Safe Thinking and Safe Acting

THE picture herewith is that of District Safety Inspector W. W. Schabarker, who has charge of the accident prevention and Safety First work in the Locomotive Department at Milwaukee, Minneapolis and Dubuque Shops and the Chicago Terminals, making his headquarters at Milwaukee, Wisconsin.



W. W. Schabarker

Mr. Schabarker entered the service as an apprentice in 1903, completing his time in November, 1906. In 1907 he was appointed roundhouse foreman at Mobridge. When operations were first started at that point, when the only water available for drinking purposes and for washing and filling locomotive boilers was that transported from the Missouri River in tank cars. There were times at this point when the temporary bridge over the river was washed out and it was necessary to transport washout hose and tools across the river in a row boat, which was a dangerous proposition during the iceflow, and yet necessary in order to properly care for the locomotives on the west side of the river. After a year of pioneering at Mobridge, he was transferred to Milwaukee, where he worked in the drafting office for about two years, when appointed night roundhouse foreman at Galewood (Chicago Terminals), and shortly thereafter was transferred to Milwaukee as night roundhouse foreman. He retained the latter position for about two years, when he went to work as a machinist in the locomotive shops and was so employed at the time of his appointment as District Safety Inspector on January 15, 1929.

During the years 1922 to 1929 he represented the Machinist District as secretary-treasurer and in this capacity came in very close touch with both the men and the supervisors. While serving as an officer of the organization, he acquired the habit of dealing with both the supervisors and employees in a fair-minded manner, open and aboveboard at all times, and this particular training has proven to be a valuable asset in his present position.

Mr. Schabarker states that safe thinking, anticipation and safe acting is the answer to the question as to how accidents can be reduced and in the following article which he has prepared he brings this out quite forcibly:

"No two words have been more misused or misapplied than Safety First. It is true there is danger in every walk of life and perhaps more so in railroad operation than in any other industry. Yet the trains must run, and, therefore, it is necessary that men be engaged in this hazardous work for the purpose of transporting freight and passengers.

"Several years the element of safety in connection with the operation of the railroads was not given much consideration, with the result that many lives were sacrificed, many homes made destitute and many widows and orphans left to depend upon their own resources for a livelihood. The sorrow and suffering from this needless loss of life and limb has been appalling, in fact so appalling that the conscience of the entire nation has been aroused to the necessity of its elimination. As a result, we have the safety or accident prevention movement.

"The question has come up from time to time as to just how a reduction in these accidents can best be accomplished. To say that men should not 'do things' simply because there is danger connected with the work will not suffice, for by following such a policy we would be reverting back to the stone age where men lived upon the natural, uncultivated products of the ground and wild fruits of the trees. Such a policy followed by the children of today, would result in a creation of a race of molly-coddles within a generation. No! that is not the solution.

"The solution lies in the mind of the men doing the work. The hazards must be met and the work handled in a safe manner. Think! Study the job at hand from all angles! Anticipate the dangers and don't plunge headfirst into the abyss of carelessness by taking unnecessary chances when the danger of the work is apparent. Work safely at all times. When work is so handled, when men realize that their destiny is in their own hands, when safety becomes not only a part of man's mind but is allowed to sink into his inner consciousness, then and then only, will fatalities and injuries be done away with entirely.

"Let everyone lend his efforts to that end."

Cooperation and Safety First

Mrs. W. E. Harville, Mobridge, S. D.

IT is my earnest conviction that our ideals, if they are logical and practical are not without results, recognized or not and that if we hold to them faithfully, we can swing the world. That's a rather large order, but my meaning works out something like this—A man (say a railroad employe), progresses in the business world proportionately to his personality, plus the height of his ideal and the pertinacity with which he holds to it, as someone has aptly said: "Its dogged as does it."

Some of our railroad men are bosses and some are potential bosses, all are capable of reaching up a few steps higher if opportunity permits, and sooner or later she knocks at every man's door. But boss or section hand, all are human, and if we can unify the aims of the men on our Milwaukee Railroad, almost any great good is possible.

I heard an address at a P. T. A. meeting the other day and brought home an idea. It was this cooperation idea. Up

to this time I could not think of a word to say to you, so when this idea stuck I applied it. It was "As the voice of one crying in the wilderness," you probably know how that goes on, and if you do, your ideas, running along with mine, follow the idea out to a beautiful conclusion.

As I thought, this fact made itself very apparent. We do not make our husbands' runs with them, but we do "prepare their ways," at the beginning of the day, and we can send them off to work ("sometimes," you will say, and I grant you) in time, and in comfort, with well filled buckets, well patched overalls, easy minds as regards household affairs, and a serene assurance that while they are away the children will be wisely and lovingly cared for, and we ourselves be found at the helm when the lord and master returns unexpectedly. A friend once said, "The life of a railroader's wife is one constant getting ready—getting ready to receive his call, getting ready to send him off, getting ready to hear the worst, getting ready to feed him when he gets back home and once he is home, getting ready to send him off again." Now if this isn't preparing the way of the Lord, I don't know what is.

And so we arrive, through preparation at the great idea of cooperation. Cooperation implies at least two minds working on one subject. In the Safety First movement, we have the embodiment of an idea that is rapidly becoming a regular department of railroading. If it is to be successful it must be cooperative to the fullest extent.

That is:

Cooperative between railroads.

Cooperative between departments.

Cooperative between families.

Cooperative between the members of separate households. The latter phase, that of cooperation in the home is the one that particularly and most vitally concerns us. It is, to some extent perhaps, associated with the larger ideas of departmental relations, but chiefly because our husbands bring their problems home to us.

A railroader takes his life in his hands every time he goes to work and possibly, just because of that we are inclined to exaggerate the importance of some particular aspect of the work our own men have to do and the way in which these phases of work affect others. Now nothing is really too insignificant to have a direct bearing upon the safety of a man at work—or the passengers aboard train, but what is vitally important is our own attitude toward small things and the way we meet and handle them. Am I right? And proportionately as we meet our obligations of preparedness will our husbands' minds be calmly receptive to the exigencies of the great emergencies which may at any moment come upon them. A calm, clear mind that is open to take in the picture before the accident occurs—a sober loving thought that leaps suddenly to righteous judgment, is what we most desire to see exemplified.

Do you see that a quiet conscience breeds mental control, mental control is preparedness and preparedness is work correctly discharged, work correctly discharged is "All emergencies met and everybody safe."



Mr. and Mrs. Bartelson

Firm Believer in Safety

THE above picture is that of Mr. and Mrs. S. J. Bartelson. Mr. Bartelson entered the service of the railroad in 1890 as a section laborer at Parker, S. D., and in 1895 was promoted to section foreman and transferred to Worthing, S. D. Later he was transferred to Sheldon, thence to Mason City and from there he went to Spencer, Iowa, on Section No. 36, where he is section foreman at the present time.

During his many years of service Mr. Bartelson has had charge of extra gangs laying rails and surfacing tracks and also had charge of gravel pit operations. He has many stories to tell about the old days when it was necessary to pump a hand car back and forth on the section, working ten hours per day. He states that there was much satisfaction among the men when the motor car and eight-hour day were placed in effect. He also speaks well of the officials, claiming that if all employees would carry out their instructions they would get along better and more work would be accomplished.

During his forty years of service, Mr. Bartelson has never been injured nor have the men placed in his charge received serious injuries. He is a firm believer in safety and is putting forth every effort to prevent accidents on his section.

Safety First

R. C. Wants

Machinist, Channing, Mich.

THE definition of the word "Safety" is "Freedom from danger or loss."

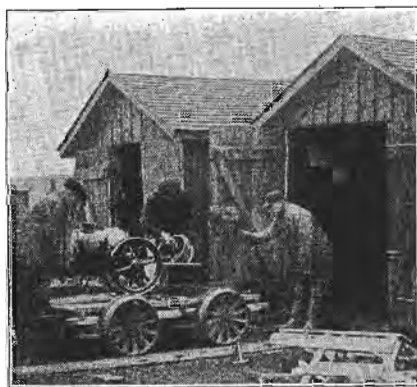
We have on the C. M. St. P. & P. a book of safety rules as a guide prepared by the company, Form 2986, which I think covers every channel in good shape in the Mechanical Department and if studied and practiced by the employees and supervisors there will be very few accidents and losses.

May I ask what good the rules in Form 2983 are if they are not studied and practiced by the employees involved? It does not take much time or energy to familiarize oneself with the rules set forth in Form 2983, and if an employee is too independent to study and practice Safety First it is high time he be disciplined, because others are in danger, and it is a very serious thing. It is useless to talk Safety First and then not

practice Safety First. Until the employees and supervisors get educated on these rules and practice them we are going to have accidents and losses. I may state that we have gone along for the last 19½ months without an accident of any kind. Every man in the shop has helped to attain this record which runs into about a hundred thousand man hours without an accident. This does not seem to be a great number of man hours but it has stretched over a period of 19½ months with a force of 35 men.

Safety First has advanced to a very important factor in our industrial and everyday life. Every industry and every community is correcting unsafe conditions and teaching the rank and file the correct practices.

There are numerous advantages attained by this Safety First movement: It is beneficial to mankind, the home and the family and to the fellowmen, and to industry and to the man that is indifferent to the movement does not deserve to benefit by it. It benefits the man who is careless in showing him how to be careful. It eliminates grief, pain and suffering, and it does away with the word, "sorry." It keeps men on the alert to prevent accidents, which is good medicine for any man.



A Nice Record

THE picture above is that of Foreman Peter H. McMahon of Fairmont, Minnesota, shown in the act of supervising the installation of a motor unit to a push car. He was a pioneer in making such installations.

Mr. McMahon entered the service of The Milwaukee Road on the Southern Minnesota Division on May 10, 1883, as section laborer under Foreman Pat Fay at Fulda, Minnesota. Two years later he was promoted to section foreman, serving at various points on the Southern Minnesota Division until 1907, when transferred to Section No. 35 at Fairmont where he is at present. He worked under Roadmasters T. Hines, William Walsh and at present under J. S. Healy.

In 1909 Mr. McMahon purchased a motor car engine and mounted it on a standard push car and with a few changes converted it into a motor driven unit. The crating from the engine was used for seats at the time. He has been a section foreman for almost forty-five years and has never had a serious injury to himself or his men. A nice record and he intends to add the year 1930 to it.

Safety First Talk Given by Section Foreman Arthur Peterson at the Des Moines Division Safety First Meeting Held at Des Moines, Iowa, February 11, 1930

JULY 4, 1928, marked the One Hundredth Anniversary of the driving of the first spike on a railroad in this country. In that century of progress we have come a long way. The prairie schooner as a means of transportation has passed away. The two-gun man of the wild west is no more. Where the painted Indian rode his mustang now speeds the transcontinental express train. Faster, safer travel is possible in this year 1930 than at any previous period of the world's history.

Yet it has only been in recent years that the problem of safety has been given the consideration that it merits. Today it is of such importance that our railroads are spending millions of dollars annually to prevent accidents. It is of such paramount importance that we, as employees, are here today, guests of the Milwaukee, to learn another lesson in safety.

The purpose of these meetings should be clear to every one of us. It is a subject entitled to the most serious consideration. Too often, however, it is not given the attention that its importance should merit. To know and not to heed is the greatest crime of all. The letters that were received on the subject of "Safety First" have required time and thought in their preparation. Surely, they deserve thought by us for whom they are intended. They contain the accumulated experience of a great railway system. The accidents to which they refer are occurring, for the most part, to men like ourselves engaged in doing the work that we do.

We have but one lamp to guide our feet, and that is the lamp of experience. In the light of the past we can cope with the problem of the present and of the future. Every accident brought to our attention should be considered in its application to our own work; every injury should be a reminder that the safe way is the best way.

In the world of railroading, as elsewhere, there are certain rights and duties. . . . It is our right to expect our fellow workman to perform his task in such a way that we will not be endangered. In return, it is our duty to so conduct ourselves that the other members of our gang will be safe at all times. For every right that we possess we have a corresponding duty to observe. Only by a proper balance between these various rights and duties can the co-operation and harmony so necessary to safety be maintained.

Moreover, we owe a duty to our company, to ourselves and to the traveling public, to ourselves by using our utmost endeavor to avoid injury, and to the public in safeguarding them as patrons of the company which employs us.

It ought not to require a red flag and torpedoes to warn us of the dangers of carelessness. Let us build our house upon the rock of safety so that though the floods may come and the tempest roar we need have no fear.

Above all let us not procrastinate, for procrastination is the thief of time. Let us not put off until tomorrow a condition that needs attention today. Remember that today is the tomorrow we talked about yesterday. The very essence of safety is watchfulness. It is as a result of these factors that our railway was enabled to make a fifty-two per cent reduction in accidents for 1929 as compared with the previous year. It is only by strict adherence to the rules of safety that we can do even better in 1930. Our railroad needs men who can abide

by the letter of the rules, men who can work to the best interests of themselves and the company at all times, men who think before they act.

If a tie is rotten, we change it, if a rail is piped or broken, we remove it. In the same way, the decay of carelessness will cause the elimination of the man so affected. After all, we reap as we sow. It is for us to say if we sow carelessness and reap accidents or if we sow safety and reap health and happiness. Far better to have it said, "There he goes," than "Here he lies."

The last ten years have brought the treated tie into use on practically every road. The treatment consists in forcing creosote or some other chemical into the pores of the wood to preserve it from insects and weathering. Just in the same way, the employees of the Milwaukee System are being subjected to a safety first treatment to prolong their lives and increase their usefulness.

Another menace to safety lies in thoughtlessness. Let us study the job ahead of us. Let us not merely look over but look under, around, above and through it. We must be thorough. It is not enough that we turn out a good day's work but it must be a safe day's work as well. We must have wisdom to foresee the hazards as well as the power to do the work. An ounce of foresight is worth a carload of hindsight. After the accident has occurred it is always easy to see the cause. Remorse may then dim our eyes with tears but the life or limb is gone forever.

Let us keep ourselves to the safety gauge, let us line our thoughts to the job at hand and if we find a low spot in our safety consciousness, let us raise it to the surface with the level of common sense. It is all right to depend upon the other fellow but first of all let us depend upon ourselves. We cannot expect our men to be more careful than we are. Let us teach the new employee the safe way of doing his work. As the blacksmith tempers his iron while it is hot, so let us temper the minds of our workmen to think of safety always.

Maintenance of way forces have been called the "Guardians" of the rails. Let us guard each others well being as carefully as we guard the safety of the trains that speed over our tracks. In our keeping are the lives of passengers and train crews. Let us, therefore, cultivate deliberation as opposed to snap judgment, coolness in any emergency that may arise and carefulness in our every act. If we do the little things safely, the big things will take care of themselves. Recollect that "trifles make perfection but perfection is no trifle."

And finally, let's spike down that switch that leads back to carelessness and injury. Let's get on the main line of SAFETY FIRST. Then whether it be the Olympian or Train No. 36 that is whistling in, it will always be "clear board, full speed ahead."

A complete transcript of the above has been sent out to all departments on the System, for the benefit of all employees, and President Scandrett, whose interest in the progress of the Accident Prevention work on this railroad is paramount, expressed his approval of the foregoing in his letter which follows: A brief comment from Vice-President Gillick indicates that our Executive Officers are taking keen interest in the matter.

Mr. Arthur Peterson,
Section Foreman,
C. M. St. P. & P. R. R. Co.,
Rockwell City, Iowa.

Dear Mr. Peterson:

I have been intensely interested in reading the paper you read at the Des Moines Division Safety First meeting held at Des Moines, February 11th. It is one of the best acci-

dent prevention papers I have ever read. It shows careful thought, the reasoning is sound, and the argument is persuasive. It will do us a lot of good on this railroad, and I congratulate you heartily on being its author.

With kindest regards,

Yours very truly,

(Signed) H. A. SCANDRETT.

"Mr. Flanigan has sent me a copy of the talk that was made by Section Foreman Arthur Peterson at a Safety First meeting on the Des Moines Division, February 11.

"I think Mr. Scandrett's letter above, expresses my thought in the matter."

(Signed) J. T. GILLICK.

The Friend of Safety

The hogger and the taller
Or the stinger with his lamp
The Big "O" in brass buttons
Or the old-time booming tramp,
Can each one learn a lesson
From the feller traveling 'round
And he proves it with the figures
Cause he's been right on the ground
And they say this friend of safety
Knows just how and where to look
Got dope by his experience
That was never in a book.
He has got a lot of old heads
Like L. S. Cunningham
That has made dutch drops
Split a switch, or hoed a G-4 pan.
They are talking our own language
And they make it good and plain
That we have to follow safety
'Round the yard or on the train.
That's not too big an order
On this old railroad of ours
Better watch your pal when living
Than to show your love with flowers.

G. O. Lightly.

Beg Your Pardon



Section Foreman
Cawley, I. & M.
Division

He has not had an injury to himself or any of his men during 39 years' service.

Safety First and Its Relation to the Track Department

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

THE difficulties that are attached to the Safety First program in the Track Department are so many that the enumeration of them would take up too much time, so we will attempt to go into the matter without taking these matters into consideration.

That the program is reaping its harvest is too noticeable for any one to offer anything to the contrary. We are so often reminded of the betterment of the conditions that every one employed in the Track Department should be well satisfied with the returns so far, and the knowledge that some men and their families

have been saved the suffering that always accompanies these injuries, should serve to increase the effort of every man employed to even greater efforts in the line of preventive activities.

Those who have been called upon to suffer from injuries can well testify to the increased burdens that they have had to carry and when you get an opportunity to talk with one who has been unfortunate see just what his attitude is toward the injuries that may have been prevented.

I dare say that you will not find one but what is willing to agree that if the safety rules had been lived up to and the necessary precautions taken that they would be today in perfect physical condition and able to take their places along with any others in the battle that is necessary in this day to keep families together and well taken care of.

I feel personally that this is what those that are at the head of this movement desire and further demand, and if you are one that does not recognize this fact there is no better time to make up your mind than right now.

Men do not like to be told that they are not sold on Safety First and probably it is not the best way to approach a person on this subject, yet if it is a fact, I can not see why any one should take offense in this matter. It is my experience that there are men that claim to be sold on Safety First, and while they may be partly sold there is still room for a little larger investment, for if any one allows themselves for one single moment to feel that the program is not in earnest he is only allowing that little enemy of doubt to creep in and if you do not watch it it will become the master.

It is the duty of everyone to talk Safety First, practice Safety First, preach Safety First, criticize every scoffer that has anything to offer to the contrary and whenever one of that class are met it is your duty to go way down deep and see what your company has done in the short space of time the program has been in effect, toward the promotion of the issue.

I can not find a single argument that is in favor of anything that may hinder the program in any way.

This along with a great many other things that have been inaugurated from time to time has met with the ridicule of the scoffer and he is a pretty hard man to meet, for where is there a human being that does not hesitate to be made the basis of a joke in the midst of a crowd where it is pretty apt to bring on the laugh?

All I could say at that time is for you to kick right back and say, boys it is your laugh now, but wait until someone is hurt and see who has the laugh coming. The seriousness of an injury is apparent to everyone, but there is a good deal of truth in the fact that its presence is the leading factor to the making of the determination to eliminate the suffering that accompanies it. One may read in the papers of an appalling disaster where the lives of many people may have been sacrificed, but it will not make the impression on the individual so much as seeing a poor cur dog crushed under a wheel.

There are few men that have not at some time in their lives been called upon to take a hand in the handling of a person that has met with some accident and in this age of speed there is only a greater possibility that it will happen more often, but let us get right down to the ground in the matter in so far as our railroad is concerned and whenever you see a condition that is in any way connected with a possibility of producing a personal injury, make it your personal duty to see that the party in charge of that department learns of the condition so it may be corrected or as much

(Continued on page 11)

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

Address Communications in regard to Editorial
Matters to:

CARPENTER KENDALL, Editor
Libertyville, Illinois

ALBERT G. DUPUIS, Assistant Editor
790 Union Station, Chicago, Illinois
In Charge of Advertising

Single Copies, 10 Cents Each

Outside Circulation, \$1 per Year

U. S. Postage on This Magazine Is
Three Cents

IN MEMORIAM HORACE W. GRIGGS

THE passing of Horace W. Griggs last
December removed from the ranks of
the Veteran corps of The Milwaukee
Railroad, one of its outstanding figures
and a man of high character and sterling
qualities.

Mr. Griggs was 78 years of age with
a service record with the company of
fifty-six years. He was an enthusiastic
supporter of the Veteran Employees' Asso-
ciation and proudly wore his "over 50
years" service button.

He entered service of the company in
May, 1873, in the drafting room at Mil-
waukee, in 1874 he was transferred to
the Locomotive Department Machine
Shop, where he remained until his ap-
prenticeship had been completed, and in
1878 he was promoted to chief drafts-
man, which position he held until 1890
when he was assigned to position as chief
clerk to the division master mechanic,
and in 1891 he was promoted to foreman
of roundhouse at Madison, Wis., where
he remained until 1901, when he was
transferred to the busier roundhouse at
Portage, Wis. The latter position he
filled until 1910 when he was transferred
back to Milwaukee as recording inspec-
tor, which position he held to the time
of his illness.

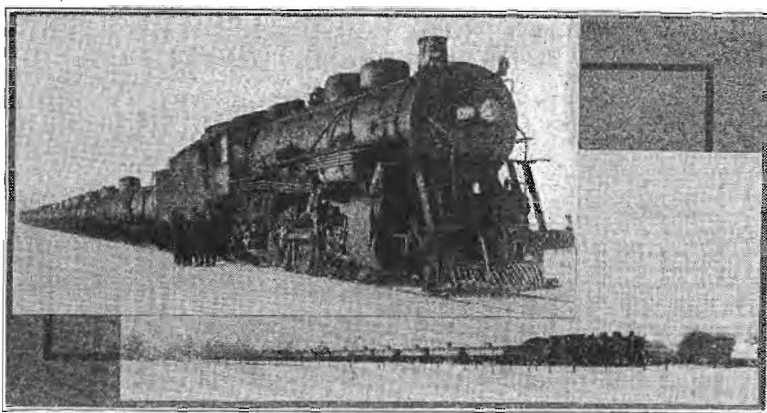
In addition to Mr. Griggs' natural
qualifications and aptitude for railroad
work, his long experience in the various
positions of the Motive Power Depart-
ment prepared him well for his duties,
which he performed to the entire satis-
faction of his superior officers and with
credit to himself.

The Puget Sound Pioneers' Club L. S. Cunningham, Secretary-Treasurer

ANNUAL dues for 1930 of the Puget
Sound Pioneers' Club are now pay-
able and may be remitted to the secretary
or to the nearest vice-president, as fol-
lows: J. G. Kressel, Mobridge; E. L.
Dunlap, Miles City; L. J. McCormick,
Deer Lodge; J. A. Rawls, Lewistown; P.
J. Cummins, Missoula; J. A. Downes, St.
Maries; H. R. Calehan, Tacoma.

Our next annual meeting will be held
at Victoria, B. C., the date to be an-
nounced later. Mr. J. E. Brady, chair-
man, 2908 North 22nd Street, Tacoma,
will issue the program and announce the

Page Ten



Special Train of Gasoline

ABOVE is pictured what is believed to
be the largest single consignment of
freight ever received by a Freeport con-
signee. It is a special train of 25 car-
loads of gasoline for the Johnson High
Test Oil Co., located at Freeport, Illinois.
The train left Blackwell, Okla., over the
Santa Fe Railroad at 9:35 A. M. Janu-
ary 25th, moving via Kansas City and
our line, arriving Freeport at 5:15 A. M.
January 27th. Time in transit compares
favorably with passenger train schedule.
The Johnson High Test Oil Co. is
owned and operated entirely by Freeport

business men and is one of the largest
independently owned oil companies in this
vicinity. Their storage plant is located
on Milwaukee rails and since the above
shipment only constitutes a thirty days'
supply, an idea of the size of the business
conducted by this consignee can be gained.

The train arrived in Freeport in charge
of Conductor J. J. Regen and Engineer
Harry Bremser. A full page advertise-
ment was placed in local papers by the
Johnson Company and very creditable
mention was made of the service per-
formed by the Milwaukee Road. Freight
charges alone amounted to over \$5,000.

Milwaukee Employees' Pension Association

Members Entered on Pension Roll During February, 1930

The following members of the Milwaukee Employees' Pension Association have
established eligibility to old age pension payments and have been placed on the pen-
sion roll during the month of February, 1930:

Name	Occupation	Division or Department
Frank J. Barton	Machinist Helper	Dubuque Shops
Chas. J. Blanchard	Conductor	Kansas City Division
Edmund B. Dawes	Locomotive Engineer	R. & S. W. Division
George Forward	Operator	R. & S. W. Division
Peter W. Gross	Blacksmith Helper	Milwaukee Shops
Isaac Iverson	Section Laborer	Trans-Missouri Division
Hans Johnson	Section Laborer	Superior Division
Bartly Kennedy	Switchman	Twin City Terminal
Frank Kranz	Section Foreman	I. & D. Division
Albert J. Papke	Carpenter	Milwaukee Shops
John A. Peters	Trucker	Twin City Terminal
Otto Schafer	Train Baggage	Madison Division
John H. White	Section Foreman	Iowa Division
Otto Zies	Carpenter	R. & S. W. Division
John McShane	Assistant Yardmaster	Coast Division

C. W. MITCHELL,
Secretary-Treasurer.

date. It is hoped all Pioneers and their
families will be in attendance. Also, all
members of the Milwaukee family are
always welcome as guests.

The great little city of Victoria is
noted for its hospitality and the many
points of interest nearby. And don't
omit the baseball game and "J. J. Kelly,
the Kid Pioneer."

New Passenger Service to Central America

THE United Fruit Company, which operates
a fleet of ships between United States and
Central American ports, have inaugurated a
fortnightly passenger service on the Pacific
Coast and have added some fine new ships to
their fleet. The new service began in Janu-
ary, affording something really interesting for
a vacation cruise to the romantic lands of the
Caribbean and Central America. Glimpses of
ancient civilizations and "Old World customs,
costumes and courtesies" and shopping tours
among rich and costly fabrics at unheard of
low prices.

The length of these cruises, round trip is ap-
proximately 38 days, at a cost of \$240, meals
and berth included. Tell your friends about it.

Aromas from the Cereal City Ray

SWITCHMAN GEORGE KIME is back on
the job after spending a two months' leave
of absence in the vicinity of Austin, Texas.

Yardmaster H. D. McNabb and wife have
taken a vacation trip to California. Hank says
he intends to stay as long as his money holds
out. At \$5.00 per quart it will not be hard
to figure out.

Major Hoople (A. W. Loftus), is acting
night yardmaster during the absence of H.
McNabb. Art won the title with close com-
petition by Geo. Kerns.

Assistant Agent Otto Lambertson was ab-
sent for several days due to a tonsil operation.

P. F. I., Thos Manton and wife, took a
week-end motor trip to visit relatives at Mon-
ona, Iowa.

(Continued from page 9)

of the danger eliminated as can be reasonably done for the time being.

We must remember that this company of ours is an enormously large institution and to take out all the kinks in a year or two's notice would be only too good to be true, but I am sold on the fact that I actually believe that it is their desire to eliminate every injury and along with that they will have to get every employe so well sold that they will not lose a single opportunity to make the necessary improvements.

The day is gone where it can be said that it is up to the company to make the necessary

corrections. It is here now where the men and their supervisors must make known the existing hazards and he who does not take the matter serious enough to enlist his every effort is sure to be so sorry that he will not feel at home with the rest of the Milwaukee family, and like the average unruly child, he will feel that he will be more at home somewhere else, and I feel that when he has made his try at the distant fields he will be only too glad to come back to the old bunch like the return of the wayward son.

Why can't we then keep the old family together by doing only the things we really should be pleased to do?

Safety Records

Attention, Supervising Officers!

Send your Safety Records in to Mr. Flanigan, in accordance with his Circular No. 72-A of July 19th, so that others can be informed of your accomplishments through this column.

M. J. FLANIGAN, Manager, Safety Department

Safety Record

THE Car Department forces at Nahant and Davenport numbering 31 have just completed a period of two years without a reportable or lost time injury. Car Foreman F. A. Shoulty deserves credit for this showing and is determined to add two years more to this record.

The Car Department employes in the Southern, Northern and Middle Districts and Lines West as well as the Milwaukee Passenger Car Department, went through the month of February without a reportable or lost time injury which is quite a remarkable record considering the hazards incident to the operation and the large number of men involved. The Milwaukee Freight Car Department had only one lost time injury. This record was due to the activities of District Master Car Builders W. Snell, F. J. Swanson, M. J. La Court; Assistant Superintendent Car Department, F. D. Campbell; Passenger Car Shop Superintendent L. B. Jenson and their subordinates.

The C. & M., Wisconsin Valley, Superior, H. & D., La Crosse, Northern Montana, Rocky Mountain, Idaho and Olympic Divisions completed the month of February without a reportable injury and all of the officers on those divisions should feel very proud of that accomplishment. It shows what can be done by giving serious thought to the program of accident prevention.

The Milwaukee Locomotive Shops, where approximately 1,043 men are employed under Shop Superintendent R. C. Hempstead, went through the month of February without a reportable or lost time injury, which is a mighty fine record and Mr. Hempstead says "It will be our aim to duplicate this accomplishment during the coming months."

The Roundhouse force at Madison, South Dakota, numbering approximately 30 employes, have just completed a period of 768 days without a reportable or lost time injury. Roundhouse Foreman P. H. Pfeiffer deserves credit for this remarkable record.

The Union Street Freight House force at Chicago completed the months of January and February without any injuries whatsoever. There are approximately 195 employes at this point and Agent F. N. McPherson deserves credit for this fine showing.

The following section foremen on the River Division under Roadmaster C. H. Carlson have not had a reportable or lost time injury since the year shown opposite their names. The number of men under each foreman is also shown:

Name	Location	Year	Number of men worked
G. Simon, Newport.....		1915	3
G. Barnheldt, Hastings.....		1928	5
F. Wileski, Hastings.....		1927	4
E. Akeson, Red Wing.....		1929	5
J. Wilson, Minneiska.....		1917	5
P. Kuklinski, Lamoille.....		1908	5
G. Vanderzee, Dakota.....		1911	3
J. Murry, Hastings.....		1929	5
R. Rosequist, Afton.....		1927	2
E. Ellingson, Welch.....		1926	3
G. Heaser, Cannon Falls...		1929	2
J. Milbauer, Hastings (Coal Hse.)		1921	1

The Dubuque Locomotive Shops, under General Foreman F. Fernstrom, have gone through a period of 300 days without a reportable or lost time injury. All of the employes at Dubuque shops are proud of this record and are continually on the alert for unsafe practices and conditions which are corrected promptly. Mr. Fernstrom states that unsafe practices formerly indulged in have been eliminated entirely.

The station force at Mitchell, S. D., numbering twenty under Agent J. W. Shelby, has not had a reportable injury since June 12th, 1928. A nice record.

Section Foreman J. M. Turner at Maple Valley, Washington, on the Coast Division, who has been in service approximately sixteen years, completed the year 1929 without a personal injury of any kind. While there are only three men in the gang, Foreman Turner deserves credit for this nice showing.

The following section foremen under Roadmaster H. C. Davis of the Coast Division, went through the entire year 1929 without a reportable or lost time injury:

Name	Number of men
Chas. Olsen	4
Ole Johnson	4
R. G. Johnson	3
J. B. Wangsford	3
Chas. Perron	3
John Fraser	3
Dan Holm	3
John Anderson	3

Name	Number of men
J. O. Hower	3
John Houghtan	3
Robert Bride	3
B. G. Sautter	4
C. P. Sullivan	4
E. E. Booher	3
Hans Hunsaid	4
Edw. J. Johnson	2

In addition to the foregoing, Foreman E. G. Moen has not had an injury to himself or any of his men during his entire thirty-six years of service, and Foreman William Lockhart has not had an injury to himself or any of his men since 1918.

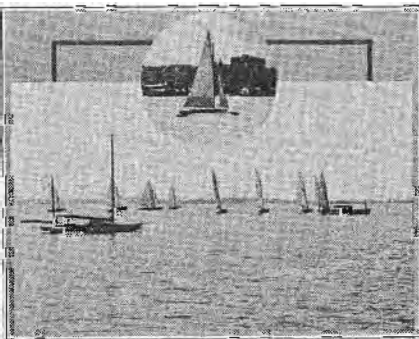
The following section foremen under Roadmaster Winfrey, H&D Division, have completed one year without a reportable injury. The average number of men employed appears opposite their names:

Name	Number of men
Ole Oleson	3
F. Kalkman	3
H. Hatcher	3
M. Werner	3
Jas. E. Leahy	4
Jake Henle	3
C. Peterson	3

Section Foreman A. Messicci, with an average force of seven men coming under Roadmaster H. H. Albert, Twin City Terminal, has not had an injury since he was placed in charge of this crew on March 1st, 1927, and Section Foreman Pete Snede, with an average force of five men, has not had an injury since October 1st, 1927.

The figures for the month of February, 1930, will show a total of about 43 reportable injuries, a reduction of 74 per cent when compared with February, 1929. However, there was a total of three employes fatally injured in February this year as against two in February, 1929, an increase of one, which is regrettable.

While the percentage of reduction compares quite favorably with previous records, yet it is felt that 43 reportable injuries, including three fatalities, is entirely too many, and it is expected that the employes will seriously consider the subject of accident prevention, study the safety rules and put forth an effort to show a much greater reduction in the number of injuries so as to do away with this unpleasant situation on the railroad. Make up your minds to work safely, keeping in mind the fact that your family as well as yourself is always the principal sufferer when an injury occurs. Safety is of paramount importance. Take no chances.



Sailing and Ice-Boating (Inset) on Madison's Lakes

Track Drainage

Roadmaster J. T. Loftus

THE most important and at the same time one of the most difficult to handle, in connection with the maintenance of a railroad is the question of drainage. No other item entering into our maintenance requires a more careful study than that of how to best drain the roadbed and the track, and upon the success of properly solving this problem hinges the conditions of track and the expense of maintaining same. No matter what ballast we have under the track, or how well tied it is, or how good rail, or other good appliances we might have, if we have not provided proper drainage and are not maintaining our roadbed properly drained, we will never be able to obtain satisfactory results, or give permanency or a degree of perfection in surface and line necessary under present high speeds and heavy wheel loads. The importance of drainage has always been conceded, but not until late years has the subject begun to receive the attention it deserves. The large increase in wheel loads and the large increase in traffic have developed soft track at points where no trouble had previously been experienced and the cause for it all will be found in imperfect drainage. We must see that adequate ditches with proper slopes are provided along the track, and that surface ditches and sub-drainage are provided where needed so as to carry water away from track as far, and as quickly, as it is possible; that waste material is placed so that it will not wash back into cuts, filling up ditches; that necessary cross drains are constructed to carry away water from ditches in long cuts or from side hills; that borrow pits are properly drained, and cut a sufficient distance away from embankments; and slopes subject to scour erosion are protected with riprap or otherwise. We must provide openings under the roadbed sufficiently large to take care of water from the drainage area; as otherwise the water would be backed up, overflowing, or filtering into the fills. Culverts must be laid deep enough to carry off the water as it reaches the opening, but not deeper than necessary; as if it is made too deep, and without sufficient fall of the ditch above and below, the opening would soon fill up with sand or other sediment.

Practically all railroads have a system of drainage of their own. For the sake of drainage it is necessary that all ditches be kept clean and open at all times as otherwise the water will permeate the roadbed, eventually causing soft spots or slides.

The fall of the ditch is as important as its cross section. Too much fall might cause washing, while if the fall is not steep enough, the ditches will not keep self-cleaning, or carry off the water fast enough. In long cuts it is often quite possible, at a small expense to install cross drains under the track to dispose of the water instead of carrying it on one side of the track the entire distance to permeate portions of the roadbed, which otherwise might be comparatively dry. Surface ditches, above a cut through sloping ground will quite often divert a large volume of water which would otherwise be discharged in cut, not only overtaking the capacity of track ditch, but also softening up, washing, or seeping into the slope of the cut, eventually causing slides

or filling up of the track ditch. Water discharged from the cuts should never be permitted to flow onto the fills as this would cause washes, but should always be diverted outside of the slope. In the majority of cases embankments are constructed on transversely sloping ground, and unless an intercepting ditch be built above the base of the fill the surface water will saturate the base of the fill and the underlying material.

Depressions formed in the surface of the roadbed will soon cause soft spots as the water will permeate the fill until a serious slide might occur. Such depressions must immediately be filled up with impervious material; where fills have washed they should be repaired without delay. In widening the roadbed care must be taken to see that impervious material is not placed above the old grade so as to form a pocket that would hold water. A regular inspection of culvert and smaller openings should be made.

The Jordan Ditcher has done wonders in the drainage of track, but as we all know, their time is limited on each roadmaster's division, and it is impossible to get all the ditches opened by them each season, especially on side tracks and around station grounds where buildings and other obstructions are too close to the track for them to operate. And those are the places where drainage is necessary to maintain good track in yards.

Each section foreman knows how much time he and his men spend each season cleaning the crossings around yards, caused by tracks lower than drainage ditches; also the time spent in picking ice from flange ways in yard tracks and switches, where, by very little work in the fall of the year, drains could be made to prevent this.

In some cases switch points are hard to drain where they are between other tracks. A cess-pool could be dug between tracks, below the point of frost, filling it with large rock or other coarse material so as to take the water away; or it could be walled up and a covering made of concrete or heavy timbers level with the top of ballast, and a three or four-inch drain tile run from the point where water stands around switch point and rods.

Around elevators and stock chutes are other points where drainage is always poor, caused from refuse thrown from grain and stock cars. Also around water tanks and cranes are places where water stands which cause soft spots and heavy track. And mostly all road crossings are hard to maintain, due to the lack of drainage facilities.

Poor drainage is wholly responsible for the heaving of track. If the heaving tracks are properly drained, shimming would be a thing of the past.



The Machinists' Banquet, Milwaukee

Milwaukee Machinists Hold Silver Jubilee Banquet

MILWAUKEE LODGE 234 honored the Veteran Members of their organization by the presentation of Silver Emblems, and a banquet, held at the Fern Room, Hotel Pfister, on Lincoln's birthday, February 12. With more than 500 members, their wives and guests present, a most enjoyable and delightful time was had by all.

The principal speaker of the evening, introduced by President Elmer Libert, toastmaster, was Mr. Wm. H. Johnston, past president of the International Association of Machinists, the sponsor of the cooperative movement on railroads of this country. Mr. Johnston in his address, stressed the importance of the harmonious relationship of today, between employer and employe which promotes more good in every way for all concerned. After Mr. Johnston's address, the most pleasant surprise of the evening was had, when a letter from our President, Mr. H. A. Scandrett, was read, announcing the arrival of a son, a few days previously, and offering his regrets to the Veterans, for being unable to attend their banquet. The announcement of this advent was received with applause and well wishes.

Mr. J. T. Gillick, vice-president, was next introduced and was accorded a most rousing welcome by everyone rising. Mr. Gillick expressed his pleasure upon meeting so many of the Veteran machinists, some having retired from active work, and others still performing their daily task as of long ago, but all were present to greet their old friend "Jim" Gillick.

Mr. Gillick being the sponsor of the cooperative movement on this road, told of the low operative cost, and many other good results obtained, through cooperation between employer and employe. Mayor D. W. Hoan, the next speaker introduced, was also accorded a most welcome reception, he paid a glowing tribute to the Veterans, as pioneers of the labor movement.

The presentation of emblems was then made to eighty-one veterans having served their organization for a period of twenty-five years. Response for the Veterans was made by J. W. Imes.

Other speakers on the lengthy program were: R. W. Anderson, superintendent of motive power; Harley F. Nickersen, international vice-president; K. F. Nystrom, superintendent, Car Department; Geo. H. Pedersen, general chairman, District No. 73; D. W. Kelly, superintendent, Store Department, and Elmer Libert, president, Machinist's Lodge No. 234.

CLAIM PREVENTION

Live Stock Handling

NOW that warm days can be expected, everyone concerned with the handling of live stock should make it his business to see to it that nothing is overlooked which will tend to prevent claims.

Our hog showering apparatus should be tested out and made ready for service on short notice. Arrangements should be made to have stock cars cleaned of their winter's accumulation of bedding, and stock yards should also be given attention where it is found that the various pens are in a more or less muddy or filthy condition.

For your information, the C. M. St. P. & P. R. R. Co. paid out a total of \$190,368.36 in the way of claims covering live stock during the year 1929, and as this represents approximately 25 per cent of our total claim payments, you can appreciate that we have considerable work ahead of us if we are to bring about a reduction in this account during the current year.

Agents and others at the various loading stations should make it their business to be present whenever and wherever possible, while live stock is being loaded, of course making notations on the live stock contracts and waybills when any exceptions whatsoever are found to exist.

After the cars are loaded they should be handled through to destination strictly in accordance with existing schedules in order to avoid claims for delay in transit.

Live Stock from a Claim Prevention Standpoint

E. J. Sullivan, Traveling Inspector

THERE should be no question in the minds of all concerned that the number of stock claims being received by our Freight Claim Department are on the increase. You will, no doubt, agree that considerable has been said relative to this account. It is just possible that many of our agents and others who have to do with the handling of live stock have not given the situation the thought and attention that it must have in order to make this account what it should be. Again, it is just possible that the various conditions that go to make up the large number of claims being received have not been brought to the attention of all concerned in the proper manner, therefore, I desire to call attention to the following.

Inspect Cars Furnished for Loading

Cars furnished for loading should first be inspected for all defects that are liable to be responsible for death or injury to animals, such as protruding nails, bolts, etc. Where it is possible, floors should be given attention as this company has paid a number of claims where floors of cars had been patched and not a good job done, resulting in patch being knocked loose by the animals causing broken limbs and at times death. Cars should then be

supplied with the proper bedding which varies according to the different seasons of the year. In cold weather bedding should consist of not less than two bales of hay or straw to the deck, and in extremely cold weather not less than three bales per deck. Every effort should be put forth to induce shipper to paper one side of car during the real cold weather. It has been the experience of a number of shippers who have made a practice of properly bedding and papering cars that they were well paid for their trouble, due to the fact that they enjoyed good returns, reducing their dead, crippled and shrink to the lowest possible minimum. In the warm weather good, clean cars should be furnished and bedding should consist of sand or cinders. During warm weather bedding should be thoroughly wet down prior to loading shipments of hogs, and hog shipments should be showered frequently en route to destination. To the contrary in the case of cattle and other live stock, however, the bedding should be left dry.

For the benefit of those that have not had the opportunity of posting themselves on the various defects of live stock that are very liable to result in claims, also improper loading that might also be responsible for loss, I desire to quote the following in order to enable such parties to make notations on contracts and waybills as will be of benefit to our Freight Claim Department in the event that claims are filed.

Emaciated Cattle

"Cattle that are thin, or very poor in flesh are termed emaciated. Those known as Cannors and Cutters are poor in flesh, emaciated and at times are very weak and have a staggy gait. The above class of animals are a very poor risk and are much more so when loaded into cars with healthy and strong animals. Bulls should be tied securely and should be tied to uprights of cars (never to grab irons). Heavy loads are not desirable. Uneven loads comprised of large and small, fat and poor, fat steers and Cannors do not produce the best of results from a Claim Prevention standpoint. Calves weak or slow on foot and those affected with diarrhea are not a good risk. Of course, it should be understood that when shippers fail to comply with the requirements of the Classification regarding the separation of calves from cattle by the use of partitions that agent should protect this company by placing the proper notation on contract and waybill.

Crippled Hogs

"When inspecting hogs the following defects should be noted: Crampy, sore-footed, or with Arthritis (meaning inflammation of the joints or gout), crippled or lame, slow on foot, fractured leg (in the event of a fractured leg animal will favor the limb by moving on three legs, or be down in pen making it necessary that same be assisted or carried

into car). Ailment known as Posterior Paralysis is found in two stages—acute and chronic. Such ailments effect the hinder parts of the animal. When the acute condition exists the animal will be found down in pen making it necessary that it be carried to car, again, it might be able to get into car without assistance, providing sufficient time is allowed, but will be found exceptionally slow, gait being very staggy and weak. When the chronic condition prevails animal will be found down in pen and hair worn from hips. A thumpy hog generally indicates symptoms of pneumonia. Runty pigs, ruptured animals and those with tumors are considered a very poor risk, especially so when the rupture or tumor appears sore or raw. Abscesses, or pus-sac, suckled down sows, stags, boars, cross brood sows and small over fat pigs.

"Crippled hogs should be separated from the balance of the load by partition. The loading of boars, stags and old brood sows with unthrifty hogs or with young, over-fat hogs is very liable to have bad results.

Overfeeding

"Overfeeding immediately prior to loading, or placing large amounts of feed in car is not advisable. Many shippers will separate scrappy animals in the yard to avoid fighting. This method is wrong as the animals should be permitted to fight it out in yard where they have plenty of room and thus avoid fighting in the car where the space is limited. Animals should be allowed to quiet down, rest and cool before being loaded into cars.

Heavy Loading Undesirable

"Heavy loading is very undesirable, for in many cases it is responsible for crippled or dead animals and the shipper who has made a study of shipping hogs will not overload as it has been proven to him that overloading means heavy shrink, or a decrease in his net profit. Hogs should not be pounded, or hurried to any great extent at the time of loading as many of the hogs of today are what is known as pen fed, and due to the lack of exercise their lung development is far from normal and they become exhausted by very little effort."

Let us not forget that an absolute record of exceptions at time live stock is loaded will enable our Claim Department to decline many claims which would otherwise have to be paid.

Claim Prevention in Personal Interest

*A. M. Phelps
Traveling Inspector*

CLAIM PREVENTION is personal interest. If our claim payments are to be reduced to the desired basis there must be teamwork and co-operation from every one on the railroad. Limited space for this article prompts me to confine my remarks largely to the station agent and

his assistants as it is in their power to prevent a great many claims by:

Carefully inspecting less car load shipments received for shipment and checking same against bills of lading, noting thereon any exceptions detected and way-billing properly.

Getting an accurate check of merchandise unloaded at his station and also upon delivery.

Securing proper receipt at time of delivery to consignee, making necessary exception notations on paid freight bill, delivery receipt and station record.

Allowing no freight to be left outside on station platform, by keeping door on merchandise cars closed and sealed, freight house doors closed and locked and allowing no one to enter cars or freight room unattended, for purpose of getting freight.

Equipment should be carefully inspected before loaded and proper record made on Form 1413, which document should be attached to shipping bill. This is especially important of cars to be loaded with grain and flax and only cars furnished for this commodity that are grain tight and that do not leak. To make a satisfactory inspection, one should get into cars as one made from the outside is purely superficial and has little value.

Grain claims are the most difficult we have to combat and too much vigilance can not be exercised. A great number of cars are arriving at markets leaking at the doors. This is, in most cases, due to faulty installation of grain doors and lack of reinforcement. Grain doors should be reinforced by the application of one or more additional panels (grain doors) placed on the inside, breaking joints between the first and second doors,

second and third, etc. When this method is followed a strip or cleat should be nailed to car floor on the outside and up against the bottom of lower grain door to hold it rigid and prevent it springing out. Reinforcing as described will prevent the doors from bulging.

Before sealing cars loaded with grain, the doors should be opened and inspection made of contents. The writer has known of cases where cars purported to have been loaded with grain were found upon inspection to be empty. In such cases bills of lading were issued covering and receipted in the meantime.

Live stock is another fruitful source of claims. It is strongly urged that careful inspection be made of live stock received for shipment, either in stock yard or at time it is loaded into cars, for purpose of determining condition of the animals, and all exceptions, such as emaciated, sick or crippled, noted on live stock contracts and waybills. Record of such inspections should be made, time and exceptions detected shown and filed for future reference. The Freight Claim Agent is getting a lot of good from notations made on waybills and contracts by agents and conductors as they furnish him some grounds for a defense in combating claims filed for dead and crippled animals.

Cars loaded with live stock should not be overloaded (crowded) as this condition usually results in crippled or dead animals. Some stock shippers are mainly interested in getting a clear receipt for their shipments and unless watched will load dead or cripples and crowd too many into cars. It is well to bear in mind that a shipment received in good condition, as evidenced by a clear bill of lading or live stock contract, calls for delivery at destination in like condition.

Saved Two from Burning Auto

THE following letter to Superintendent N. A. Ryan, Milwaukee, is self explanatory. It is from Mr. Ludington Patton, Vice-President of the Pittsburgh Glass Company, Milwaukee.

"Dear Mr. Ryan:

"You have probably heard of the automobile accident which my son had the night of December 30. * * *

"I want to take this opportunity of commending most highly the prompt assistance which Conductor Edward Kellerman and his brakeman (Clement Cardinal) gave my son at the time of the accident. Had it not been for them and the help they gave him he would undoubtedly have perished in the flames which followed; and I want to express my sincere appreciation of their promptness and excellent attention."

This automobile ran into Transfer Engine on the Green Bay Road Crossing.

Dubuque Division Engineer A. S. Graham, by his watchfulness and prompt action in stopping Train No. 70, January 20, near Catese when a wheel broke under one of the cars, averted a serious accident.

Ottumwa Chapter

Mrs. H. F. Gibson, Historian

THE 1930 Charity Dance given by the club this year was an exceptionally successful one. The dance was given on the evening of February 13, at the Armory; it was especially well attended, in fact, the best attendance we have had for several years. The excellent music was enjoyed by everyone and Jack Mills' Orchestra from Sioux City was proclaimed by many as the best music we have ever had.

The net proceeds from the dance amounted to \$193.75. Mrs. W. C. Givens, chairman of the dance, and Mrs. A. C. Daacke, first assistant, deserve much credit for the success of the affair. A great many of the preparations for the dance were arranged and handled by Mrs. Daacke.

Special mention must be given to Mr. Wm. Grant, boilermaker, West Yard, for the sale of 114 tickets. We very much appreciate the cooperation received from him and feel that he is greatly responsible for the success of the dance. Mrs. T. H. Kemp ranks second in the ticket sale, having disposed of 25, followed closely by Mrs. H. L. Kreamer, who sold 22 tickets and Mrs. M. P. Hannon with a sale of 20.

On Friday, February 14, a social meeting was held in the club house, the afternoon was spent in playing cards. Mrs. H. R. Howard was chairman of the social committee in charge of the meeting, assisted by Mrs. Walter Dingeman and Mrs. F. M. Barnoske. The prize for high score was awarded to Mrs. T. H. Kemp, while Mrs. Ruhland won the consolation prize.

The rummage sale, planned to be held on February 7, was postponed until a later date, and it is expected it will be held in the near future.

Theme Songs—Atkins Shops

"Congratulations."—By John Kahler.
"I Can't Get Along Without You (teeth)."—G. W. Dippel.
"Weary River."—Fred Welter.
"My Blue Heaven."—Lee Stanke.
"Down on the Farm."—C. L. McDonnell.
"When My Dreams Come True."—Pete White.
"Chant of the Jungles."—Ray Cooper.
"Will Spearmint Lose Its Flavor on the Bedpost Over Night?"—Otto Bensch.

Fire Prevention Bureau

DURING the current month, an important subject was taken up with the Car and Mechanical Departments in connection with organizing Volunteer Fire Departments, requesting the local car foremen and master mechanics along with the captains of police to organize such a force in order that our property will be protected in case of fire.

The appeal was met with great enthusiasm on the part of Messrs. Nystrom, and Anderson, with the result we found most of the important terminals equipped with volunteer fire departments and it is hoped that all points on the railroad will be so equipped in the very near future.

When a fire occurs, excitement and confusion often prevail; and as fires in any class of property are ordinarily not extinguished by pouring water into the building promiscuously, but should be scientifically and carefully sought out and fought, the private fire brigade, trained in the use of fire apparatus, is most important.

Experience has shown that the efforts of undrilled employees, however well intended, will not control a fire as promptly as a disciplined force made familiar with the protective apparatus by regular drill and practice.

NO FIRE BRIGADE CAN BE A SUCCESS UNLESS THE MANAGEMENT OF THE PROPERTY, BOTH

GENERAL AND LOCAL, ARE FIRST INTERESTED AND BELIEVE IN IT AND ARE WILLING TO ENCOURAGE THE MEN.

The principle of a private fire brigade organization is essentially that of mutual protection; to the management the safeguarding and preservation of the property; to the employees their permanent occupation.

The thorough organization and drilling of private fire brigades greatly enhances the value of and is a necessary adjunct to the use of private fire apparatus, which in large properties is purchased and installed at considerable expense. Many properties, such as shops, mills and terminals of transportation lines, are isolated, depending more or less (in some instances absolutely) on the efforts of the employees to extinguish fires. Such drilled employees are also of more assistance to the public fire department, when available, than an undisciplined force, and SHOULD ALWAYS BE IN FULL HARMONY WITH THE PUBLIC DEPARTMENT.

PREVENT FIRES, THEY ARE COSTLY.

L. J. BENSON.

It's a pretty good thing to remember
And a better thing to do,
To work with the construction gang
And not with the wrecking crew.



The American Railway Association

THE American Railway Association, familiarly known as "A. R. A.," is an organization whose objective is, by recommendation, to harmonize and co-ordinate the principles and practices of American Railroads with respect to their construction, maintenance and operation. Its membership includes Canadian as well as American Railroads, full membership being granted only to railroads operating 100 miles or more of road or switching or terminal companies with annual operating revenues above \$1,000,000.00.

Other railroads not eligible for full membership may be admitted to the association as associate members. Each carrier is entitled to exercise the right of one membership for each one thousand miles of road, or fraction thereof and each membership is entitled to one vote. Associates are not entitled to vote but otherwise have the same standing as members.

The association holds an annual meeting in November each year, the place of meeting being determined by the board of directors and in addition to this, special sessions may be called by the president at the request of the board of directors or on the written request of ten or more members. Representation at these meetings are restricted to the chief executive officer or to an officer designated by him.

As of last year there were a total of 395 memberships representing 293,406 miles and 354 associate memberships, representing 63,364 miles. This membership includes all of the Class 1 Railroads, namely, carriers with annual operating revenues above \$1,000,000.00. Class 1 Railroads operate 90 per cent of the total railway mileage in the United States.

The association is divided into eight divisions and members may be represented in each division by their officers in charge of matters coming within the scope of the division.

OPERATING, known as "DIVISION I" to consider and report upon questions affecting operating practices.

TRANSPORTATION, known as "Division II" to consider and report upon questions affecting the efficient use and interchange of equipment.

TRAFFIC, known as "DIVISION III" to consider and report upon rules, regulations and practices (not including rates, fares or classifications for rating) which affect the operation of railroads in relation to the public.

ENGINEERING, known as "DIVISION IV" to consider and report upon methods affecting the location, construction and maintenance of railroads.

MECHANICAL, known as "DIVISION V" to consider and report upon methods of construction, maintenance and service of rolling stock of railroads.

PURCHASES AND STORES, known as "DIVISION VI" to consider and report upon methods for purchasing, storing, distribution and selling materials and supplies.

FREIGHT CLAIMS, known as "DIVISION VII" to consider and report upon methods for the settlement of freight claims of shippers, consignees and carriers; also to study claim causes and preventive measures.

MOTOR TRANSPORT, known as "DIVISION VIII" to consider and report upon questions affecting the development of motor transportation by railroads.

TRANSPORTATION DIVISION (Division II)

The Transportation Division (Division II) in addition to special committees has the following eight standing committees:

General Committee, consisting of chairman and 12 members

Committee on Nomination, consisting of chairman and 2 members

Per Diem Rules Arbitration Committee, consisting of chairman and 4 members

Committee on Demurrage, Storage, Reconsignment and Diversion, consisting of chairman and 13 members

Committee on Car Service, consisting of chairman and 14 members

Committee on Records, consisting of chairman and 9 members

Committee on Railroad Business Mail, consisting of chairman and 6 members

Committee on Freight Handling Service, consisting of chairman and 17 members

In general the membership of the committee is made up territorially, that is, endeavor is made in selecting the members to do so in a manner that will permit of the various sections of the country being properly represented. Vacancies on the general committee are filled by majority vote of the membership of the association. The general committee selects and appoints members of the other standing committees and any special committees that they appoint for conducting the business of the division. The general committee also examines and decides what portion of all communications, papers and reports shall be submitted at each annual session of the division.

The Milwaukee Road is represented in the membership of the general committee, committee on car service and committee on freight handling service.

The various divisions also hold an annual meeting each year, that of the Transportation Division (Division II) being held in the month of May, the date and place of such meetings being designated by the general committee.

At the present time these meetings are three-day sessions, the first two days being devoted to discussion of general subjects pertaining to car service, per diem, demurrage and storage rules and freight handling service, the attendance being restricted as far as practicable to officers and others directly in charge of such matters. The last day is devoted to prepared papers and addresses and consideration of the annual reports of the various standing and special committees.



Employees of Chicago Terminals, August, 1896, Top, L. to R., Ed Neuman, F. McPherson, Al Cronkelton, J. Phelan, Jr., John Collins, Wm. Reid, Pete Wilson, Ed Rosenthal, Tom Kinney, Sam Atherton. Middle, Jim McCone, Wm. Hurd, John Phelan, Del Chamberlin, Andy Larsen, John Griffin, Fred Stranahan, Jack Cheesman. Bottom, Charlie Grant, Wm. Phillips, James Connley, Art Keeting, John Brennan, Ed Serrine, Ernest Cooley, Fred Kohler, Joe Reise.

Any member of the association is permitted to docket subjects they desire which are referred to the proper committee for consideration and report. In event that such dockets result in the committee deciding to recommend changes in the existing rules, the proposed changes are submitted to the general committee for approval and if approved are then submitted to the entire membership of the division at the annual meeting or by letter ballot and the matter decided by majority vote.

One Hundred Per Cent

During the month of February, 1930, every per diem run in the Chicago Terminal District made the delivery to connecting line prior to midnight. There were a total of 9,447 cars delivered between the hours of 9:00 P. M. and mid-

night. This performance is remarkable and it is only through the earnest, sincere every day efforts of the employees involved that such a record is possible and it contributed very largely to the improved showing that was made in the car hire account during that month. Now that Chicago Terminals has set the pace, let's hear from others who can equal it.

The story goes that a negro had been a servant in a rich house, where an effort was made to teach him proper English.

One day he went to his home in Alabama. As he sat at the table his brother said: "Sam, give me some 'lasses."

"You mustn't say 'lasses," said Sam, "you must say 'Molasses'."

His brother said angrily: "How's I gwine to say 'Mo-lasses' when I ain't had none yet?"

A Railroad Vocational Talk

Excerpt from an address by A. M. Maxeiner, Agent, Lewistown, Montana, before the Rotary Club of that city.

BEFORE presenting my vocational talk may I be permitted to digress for a moment? We have been wondering if the people really appreciate just what they have in the way of railroad facilities in this section and what these facilities have meant to the community.

We have heard a great deal locally about railroads lately, about Empire Builders and men of vision. John Galsworthy, in his article, "Castles in Spain," asks of what we of the modern world dream, what are "Our" castles in Spain. The thought came to him in Seville Cathedral, the stone fabric of man's greatest dream in those ages to which we have been accustomed to apply the word "dark." He says, they who, traveling in Spain, consult their guide books, may read these words: "On the eighth day of July in the year 1401, the Dean and Chapter of Seville assembled in the court of the Elms and solemnly resolved: 'Let us build a church so great that those who come after us may think us mad to have attempted it.' The church took one hundred and fifty years to build." Galsworthy says men dreamed in those "dark" days and carried out their dreams.

In that silent building, incredibly beautiful in that grove of sixty great trees of stone, whose vast trunks are jeweled by sunlight filtering through the high stained glass, in that stupendous and perfected work of art, raised by five succeeding generations to the glory of themselves and their God, one stood wondering wherein lay the superiority of ourselves. Children of Light, over those "Sons of Darkness." He goes on to say, we too dream.

Can we not trace the same dreams of great railroad builders of the past century, their ambition to bring about their dreams and leave to future generations a mighty network of transportation? The Earlings, Mr. Gillick, Mr. Calkins, the late Mr. Goodnow also dreamed. They had visions of the potentialities of the white power in the mountains of Montana. They built 656 miles of electrified railroad, they dreamed of the undeveloped granary in Montana—nay, right here in the Judith. What was this country and town before the Milwaukee came? Our fellow townsmen dreamed—look at our beautiful Montana Building, see our beautiful main street, no more pretentious business street in any city of its size in the country. An Eastern railroad executive when seeing our spacious passenger

depot, remarked, "Who had the dream?" The wonderful terminal facilities built at the time we built in here and at Great Falls, were with the view of a through line—let us hope that the dream will still come true. The Milwaukee is here and here to serve.

My experience with the railroads has been very pleasant, and on account of the diversity of the work, most interesting. I prefer to talk of the relationship a railroad has with its patrons, of the human side of the business.

Some citizens are heavy patrons of rail transportation. Some appreciate us only when the going by autos is not good. We hear a great deal about service, the slogan rings through the telephone, the milk man, the gas vender, and all along the line. The railroads have nothing else to sell but service and strange as it may seem, we are restricted by law. Take the matter of freight transportation. We have our tariffs and classifications. We enter into a legal contract any time we issue a bill of lading.

My representation in this club is that of freight agent. The company has imposed upon me the duty of acquainting the public with all phases of freight tariffs, classifications, and distributions, giving them whole-hearted service and at the same time guarding the interests of my company. * * * *

And about the personal side. Almost every employe of the railroads belongs to the union of his craft. Contracts are entered into between the management of the railroads and the representatives of the unions. Men are no longer taken out of the service without a hearing. When a dispute arises, the investigation is held locally, the man is entitled to be represented by a person of his union, and if he is not satisfied with the decision of the local official, his case can be appealed.

Our railroad has a volunteer pension system. It has its various associations of employes, such as pioneers and veterans. Last year the Milwaukee ran five special trains of fifteen cars each from lines east to Seattle for the annual convention of the veterans, some 1,500 employes took occasion to attend. Meals were provided at 50 cents per passenger. The official family went to Seattle for the reunion.

We have a Women's Club. A suitable club house is provided at all terminals. The women look after all cases of sickness and distress, send out flowers, and give aid to the employes when in need. They have social meetings in the club houses, they are sponsors for Boy Scout troops in the smaller towns, and have started circulating libraries. In fact, they are working along the lines of the

fraternal organizations, only their scope of activities is greater. They hope within a few years to have established a very substantial educational fund which will be loaned out to worthy boys and girls of employes who are desirous of a college education. They have already a fund established which takes care of undernourished children.

The railroads are greatly interested in the National Safety First movement. On our line it is in charge of a Safety Department manager. We have district safety inspectors. Monthly meetings are held on all divisions. Circular letters go out telling about what accidents happen. Suggestions for improvements to avoid accidents are invited from all employes. The meetings which are held are addressed by the district safety inspector and the superintendent. The expensive wig-wag crossing signal, here in Lewistown, recently installed down near the brewery, was put in at the suggestion of an employe.

The Milwaukee publishes a monthly magazine which contains articles of interest to the employes all over the system. It has division correspondents both general and for the women's clubs. The following pledge of faithfulness written by F. G. Herrick, ticket agent, Austin, Minnesota, may be a fitting conclusion to a talk on a vocation whose very existence depends upon service.

IT IS UP TO ME A Pledge of Faithfulness

IT IS UP TO ME, to win and retain the confidence of the officers of my company as they have won mine, by doing the things they want done, in the way they want them done.

IT IS UP TO ME, to demonstrate to my associates that I am entitled to their support by boosting, by encouragement, by being square, by human application of the golden rule, and by evidencing a spirit of genuine helpfulness.

IT IS UP TO ME, to withdraw from any organization of which I am a part, if the time should come when I cannot conscientiously support that organization and its plans whole-heartedly and enthusiastically, for in trying to stay I would harm not only myself, but be the cause of losing business.

IT IS UP TO ME, to prove to that part of the public which it is my privilege to serve, that I am worthy of their entire confidence by knowing my business, by being honest, by being considerate of the rights of others, by visualizing my responsibility, and by the delivery of service one hundred per cent.

IT IS UP TO ME, to be a man among men, to make a place for myself in the world of business, by the results I achieve, by thrift, by carrying my full share of civic responsibility, and by further evidence of good citizenship.

IT IS UP TO ME, to prove to myself and the company of which I am a part, that I am worthy of my privileges and responsibilities by constant, honest self-analysis, by personal growth and development, by my daily effort to help my fellow man; then when I come to the eventide of life and the shadows begin to fall, I can be conscious of a feeling that life for me has not been in vain.

I would go my fellow worker one better. My philosophy of life is not to look for appreciation, for I know "He profits most who serves the best."

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Sanborn Chapter

Mrs. J. C. Peterson, Historian

THE regular monthly meeting of the Sanborn Chapter was held at the club rooms January 17, 1930. Due to the extreme cold weather the attendance was not as large as at previous meetings. The appointment of various committees were made by the president, and plans for this year's work were discussed and arranged. After the business meeting light refreshments were served by our president, Miss Evah Washburn, and a social hour enjoyed by all.

The Women's Club are sponsors to the Boy Scout movement in Sanborn. The troop was organized last May and at present has twenty-four members. Rev. A. C. Grafton being chosen Scout Master. On January 9th the Boy Scout committee composed of Mesdames J. C. Peterson, F. Wagner and F. Johnson, served a delicious luncheon to the Boy Scout troop at the club rooms, this being the first meeting of the troop this year. The committee announced that the Women's Club would serve a banquet to the scouts who receive not more than ten demerit marks for attendance and behavior for six consecutive meetings. Any scout having more than ten demerit marks will not be eligible to the banquet.

Harlowton Chapter

Mrs. A. E. Hoopes, Historian

OUR regular meeting was held in the club rooms, Monday, February 3rd, Mrs. J. L. Buckley presiding. Plans were completed to give a public card party February 7th. Our card parties have always been a huge success and we are expecting this one to be bigger and better than ever. One new member was taken in at this meeting. After the business session we had our usual game of bridge and five hundred after which a delicious lunch was served by Mrs. Aiker, Mrs. Asbury and Mrs. Byson.

Our get-together meeting will be held Tuesday, February 11th, when we all congregate and make up our prizes for the following social meeting on our regular club night.

Miles City Chapter

Edith Pettersen, Historian

THE January meeting of Miles City Chapter was held on the 24th, with nearly 100 women present. Mrs. Gillick, president, presided and wielded for the first time the beautiful gavel made by Mr. C. S. Brown, passenger conductor, and presented by him to the club. This was an unusually enthusiastic gathering and many new names were added to our membership roll. Routine business was taken care of and a report of the work accomplished during the past year was presented by Mrs. Gillick. A feature of the hour was the singing of the new Milwaukee prize song, "Keep the Bells of Harmony Ringing on the Old Milwaukee Every Day," by Mrs. George Berg, accompanied by Mrs. Charles Kroman, all present joining in singing the chorus. That the song appealed to the women was evidenced by the fact that a large number of orders for copies of the song were secured. Upon the adjournment of the business session all present took places in alphabetical order at long tables and enjoyed a social hour, during which refreshments were served by a committee consisting of Mrs. Geo. Kyger, Mrs. Monte Moore, Mrs. H. Topfer, Mrs. Fred Marx and Mrs. V. Schneider.

Friday evening, January 31st, the first of a series of card parties was held at the club house, with 20 tables of bridge in play. At the close of the playing a delicious two-course supper was served. This party was sponsored by the social committee of which Mrs. Wise is chairman, and was a great success both socially and financially. It is planned to have a similar party, sponsored by a different group, each month.

Mobridge Chapter

Dora Anderson, Historian

OUR first regular meeting of the new year was held on Monday evening, January 27th, with an attendance of about seventy-five members, and our new president, Mrs. W. P. Moran, presiding. She gave a splendid talk, also thanking Mrs. Mabel Conger and the different committees for the good work that had been accomplished during the past year.

The chairmen of the various committees then read their reports and right here it would not be amiss to state that we have a very efficient corps of chairmen this year, which assures us that much interest will be manifested in our club work and its purposes. Mrs. H. M. Gillick, chairman of the membership committee, reports that we now have 264 voting members and 339 contributing members, making a total of 603 in all. Mrs. Harold Winship, chairman of the Ways and Means committee, is also a real hustler, she outlined her program and has several entertainments planned whereby we can increase the funds in our treasury.

After the business meeting we enjoyed two fine readings by Mrs. Moran, and Mrs. Rose sang the prize song in her usual pleasing way. Refreshments were served by the following committee: Mrs. Paul Ahrens, Mrs. Norman Anderson, Mrs. Dora Anderson and Mrs. Anton Schmitt.

On January 31st an initial get-together meeting in the form of a hard time dancing party was given at our club room with a good attendance, everyone coming dressed in hard time attire. Meetings of this kind bring the members of our Milwaukee family closer together and are the means of becoming better acquainted. A number of old and new time dances were enjoyed and everyone expressed themselves as having had a fine time. Delicious cake and coffee were served at midnight. Prizes were awarded to Mrs. Martin Walsh and Lloyd Hawkins for the most comical costumes.

Council Bluffs Chapter

Ruth Hollingsworth, Historian

COUNCIL BLUFFS CHAPTER wishes to announce that it will meet in the Railroad Y. M. C. A. the first Wednesday of every month. We hope everyone will attend every meeting. The larger the attendance, the better work we can accomplish.

A safety meeting was held in February. Everyone enjoyed the pot luck dinner, short speeches and the dance that was held in the large gymnasium of the Railroad Y.

March 11, the chapter was entertained by the North Western Women's Club. Delicious refreshments were served and the rest of the time was spent in playing cards.

A card party is being given March 21 in the west room of the Railroad Y. We hope that the tables will be filled.

We wish to thank Mrs. Barada for the beautiful quilt top she donated to the chapter.

Mason City Chapter

A BENEFIT CARD PARTY, one of the first activities of the new year, met with splendid success, when eighteen tables were surrounded for bridge and five hundred on Saturday evening, February 22nd, in the club rooms. Appropriate decorations were used for Washington's birthday. Mrs. W. F. Ingraham led in community singing of patriotic songs. The Ways and Means committee, Mrs. H. H. Green, chairman, assisted by Mrs. M. J. Ramsey, were in charge. A substantial sum was realized.

The chapter met in regular session at the club rooms the evening of February 25th, Mrs. Guy Davis presiding. After the business meeting a very interesting program, in charge of Mrs. W. F. Ingraham, was given. Miss Beatrice Davis sang two delightful numbers. The Milwaukee Women's Club orchestra made their debut on this program, the personnel all members of Milwaukee families. Mrs. Geo. Stevens has been untiring in training this orchestra. The club pledged their support to the organization as well as thanks to Mrs. Stevens. A one-act play, "An Old Fogey," was greatly enjoyed by the audience. Mrs. R. B. Vaughn, a member of the club, was the principal character, assisted by Mrs. Chester Williams, Mrs. L. Byrd of the Northwestern Women's Club and Theresa McFarlane. The president of the Mason City Chapter of the Northwestern Women's Club, Mrs. Borup, and several of her committee chairmen, were guests at this meeting. Mrs. J. H. Leibold, social chairman, served delicious refreshments at the close of the evening to the ladies as well as to a gathering of twenty-five men who dropped in for the program after attending a claim prevention meeting. In response to numerous requests the



L. to R. Top: Mrs. George Stevens, Director; Donald Smith, Wally Rothe, Harry Tims, Bertha Grosse, Clifford Eggert. Below: Hale Everts, Lois Stevens, Sidney Ingraham, Betty Stevens, Maryl Stevens

orchestra played three more numbers at the close of the evening.

A cradle roll is a new feature of the Mason City Chapter inaugurated by Mrs. W. F. Ingraham during her regime as president, assisted by Mrs. Victor E. Randall. Mrs. Sylvester Geeman has been appointed in charge of this department for 1930. A record of all babies born, as well as those born since the organization of the chapter is being kept. Each baby will be remembered on its birthday, and all new babies will be presented with a gift. The committee has not as yet decided just what this gift will be.

Wausau Chapter

Mrs. W. W. Essels, Historian

ON the very stormy afternoon of January 14, the club met at its rooms with fifty members present. Every one surprised every one else by being there. In the absence of the secretary, Miss Mildred Conklin, who was ill, Mrs. J. E. Dexter recorded the minutes. Mrs. W. W. Essels issued the membership cards, since so many took this occasion to renew. At this writing we have secured 9 new voting members, 30 renewals, 42 new contributing members and 48 renewals.

It was voted to hold a public card party in February. As an added attraction a five dollar gold piece is to be raffled.

After the business meeting auction bridge and five hundred were played. Prizes in bridge were awarded to Mrs. M. M. Harrington and Mrs. H. L. Vachreau, and to Mrs. Wm. McEwen and Mrs. Felix Slomski in five hundred. Five members from Tomahawk and one from Irma were present, not an unworthy achievement in such a blizzard. Lunch was served.

LOST, with regret: two members—Mr. and Mrs. Byron Theil. May be found at Green Bay, where he has been transferred.

The club met for its regular meeting at 2:30 P. M., February 11, with fifty-four members present. We were pleased to have our secretary in her accustomed place. Definite plans for the card party of February 25th were decided. A committee of ten ladies was appointed to take charge. Reports of the different committees were heard. We were delighted at the response to the efforts of the Membership committee.

Two new voting members made their initial appearance and were welcomed with pleasure. Auction bridge and five hundred prizes were won by Mrs. Leo Ziebell, Mrs. Phillip Lenert, Mrs. O. L. Sutherland and Mrs. Albert Kasten. Lunch was served.

Butte Chapter

Mrs. Max Obst, Historian

THE non-appearance of this chapter in the pages of the Milwaukee Magazine during 1929 might be construed as due to the inactivity of our little group. That such is not the case is attested by the fact that our membership has increased from a total of 27 to a total of 70 during the year. Calls have been made upon and flowers presented to those ill. Cases of need have been attended to. Enjoyable social hours have followed the regular meetings, and card parties have contributed to the replenishing of funds in the treasury.

A Christmas party for the children and tea for the women was given on December 21. Thanks to Engineer John Williams, a beautiful big tree was brought to us from a mountain-side not far from Butte. The ladies dressed the tree in glistening apparel to the delight of the children who filled the club rooms to capacity. Carols were sung, volunteer recitations were given, and games were played. Pop

corn balls, candy, and gifts were distributed. While the children were busy with these, the ladies chatted over their tea cups.

At a regular meeting in January a seven o'clock dinner was served to members and prospective members of the club. Covers were laid for thirty-five. Credit is due to Mrs. M. G. Murray for the artistic arrangement. Compliments also to the committee in charge of the preparation of the food, which was delicious.

At a meeting which followed the dinner the chief business was the election of officers for 1930, which in each case was unanimous. The following were chosen: Mr. H. L. Porter, president; Mrs. Anna Schubert, 1st vice-president; Mrs. John Williams, 2nd vice-president; Miss Margaret Hickey, secretary; Miss Mabel Price, treasurer; Mrs. I. G. Kineval, historian (since resigned). Committee chairmen were appointed as follows: Entertainment, Mrs. M. G. Murray; Sunshine, Mrs. Wm. Goforth; Benefit, Mrs. Frank Swope; House and Purchasing, Mrs. C. A. Searles.

The regular meeting on February 7th was exceptionally well attended, and it is to be hoped that this record can be kept up throughout the year. After a rather lengthy schedule of business, Miss Mae Storrar and Mrs. Anna Schubert, as hostesses, served a most tasty lunch.

Plans were made at the above meeting for a card party which was held February 14. Auction bridge and whist were played at fourteen tables. Refreshments were served at the close of the play. Chances were sold on a fine big cake, brought by Miss Mabel Price, netting the club \$5.75. Mrs. C. A. Searles was the lucky winner.

Three Forks Chapter

Mrs. Wm. O'Ragan, Historian

THE following took office for the ensuing year: President, Mrs. Earl Wilson; First Vice-President, Mrs. Allen Robinson; Second Vice-President, Mrs. Ernest Grey; Secretary, Mrs. Charles Rader; Treasurer, Mrs. Fred Borow; Historian, Mrs. William O'Ragan.

The following committees were appointed: Mutual Benefit, Mrs. A. E. Barnes, chairman, Mrs. Owen Gosnell, Mrs. L. A. Decco; Social, Mrs. A. A. Torginson, chairman, Mrs. Townsley, Mrs. Chester Markel. House and Purchasing, Mrs. Kohlase, chairman, Mrs. Ted Burrow, Mrs. Pete Pogreba. Membership, Mrs. J. Crockett, chairman, Mrs. J. Beittler, Mrs. Matheisen, Mrs. T. Young. Ways and Means, Mrs. W. O'Ragan, chairman, Miss Cora Vewick, Mrs. Virginia Burnett, Mrs. Ph. Faurer, Mrs. Thomas Wheeler. Sunshine, Mrs. Charles Shaddock, chairman; Mrs. Ed Smith, Mrs. Ed Shaw. Auditing, Mrs. D. Griffith, chairman, Miss Jones, Mrs. Ralph Kummerling.

The first meeting of the year was held on January 14th. After a business session, bridge was played.

Our club rooms gave comfort to the family and friends of Olaf Johnson, who came from all parts of the road to pay their respects. The funeral dinner was served by the club ladies. We are always glad to be able to help in these times of trouble.

The February meeting was held on the 11th. Business and cards were the order of the evening. On February 15th, Mrs. Tibbs, Mrs. Kohlase and Mrs. Robinson had charge of a bake sale which brought in a neat sum of money.

We are very glad to welcome back our old members, Mrs. Coffin and Mrs. H. Lieb, and sorry to lose Mrs. Crockett, as she is moving to Great Falls.

"Into each life some rain must fall," and although Mrs. Jas. Beatson is absent from our Chapter, we still remember the good work

she did when with us, and are sorry Mr. Beatson is ill in Seattle.

Now that spring is here, the Ways and Means are talking of the spring dance, about May 1st.

Dear readers, because you have not seen much of Three Forks Chapter in The Magazine, do not think we are not a real, live chapter; always busy doing good.

Marion Chapter

Mrs. J. B. Fosdick, Historian

THE regular meeting of Marion Chapter was held with a Valentine and card party as special features.

Mrs. Cessford, our new president, had charge of the business meeting, Mrs. W. E. Cooper, chairman of the relief committee, reported assisting two needy families and buying glasses for a small school girl; Mrs. George Hennessey, membership chairman, reported many new members; Mrs. Charles LeRoy, chairman of the ways and means committee named her assistants and announced her first venture as a benefit card party to be given at the club room, Saturday evening, March 1. A charity ball will follow Easter Monday.

The next meeting will be preceded by a picnic luncheon to which all members and their families will be welcome.

After the business meeting bridge and five hundred were played at eight tables. Mrs. Frank Keith won first prize at bridge, Mrs. Henry Perrin first prize at five hundred and Mrs. Clifford Bell a special prize. Refreshments were served by a committee with Mrs. Ralph Seager as chairman.

Union Station Chapter

Mrs. O. P. Barry, Historian

SIXTY-THREE members were present at the supper served in the Harvey restaurant at the last meeting of the Union Station Chapter on February 4, 1930.

The card party, in charge of our chairman of the Ways and Means Committee, Mrs. J. C. Ellington, was preceded by a business meeting at which Miss Hazel Merrill, in the absence of Mrs. J. L. Brown, presided.

Approximately seventy-five members were among those playing bridge, five hundred, and bunco. It was suggested at this meeting that a bridge tournament be held beginning sometime in March, the married women to meet two afternoons a month and the single girls two evenings a month, a \$10.00 merchandise certificate to be awarded to the winner at the close of the contest. Watch for further announcements.

Mrs. Allgeier, our chairman of the Welfare and Sunshine Committee, reports that twenty of our Milwaukee men are in hospitals, some from Chicago and a few from out-of-town. Mrs. Allgeier also reports that she finds her work very interesting. We are always glad to hear from our committee chairmen.

Savanna Chapter

Ethel K. Heck, Historian

A BRIDGE PARTY was given in the Lydia T. Byram Community House on the afternoon of February 3rd, under the auspices of the board of directors. The club house was beautifully decorated for the event and a good crowd was in attendance. There was a high and low prize for each of the five rows of tables of bridge. These prizes were made and donated by Mrs. Ed. Flint.

The board of directors were very glad to be able to meet at the home of our President, Mrs. W. M. Thurber, on February 13th, and to know that Mrs. Thurber is recovering from her recent illness.

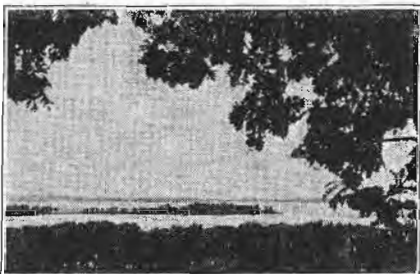
The ladies of the Savanna chapter served the Machinists' banquet held in the club house on March 4th.

We are very glad that Mrs. Charles Gradt, of our membership committee, is recovering from her recent major operation.

The ways and means committee have a bake sale planned for the month of March and a dancing party in May.



Sunset on Lake Mendota, Madison, Wis.



Picnic Point, Lake Mendota

Madison Chapter

Mrs. H. L. Davy, Historian

A VERY successful Valentine party was given by the club on Thursday evening, February 13th. The chairman, Mrs. Knope, had arranged a very interesting program.

The second of a series of card parties was given on Thursday afternoon, February 20th, with Mrs. Gray acting as chairman.

On Monday afternoon, February 24th, the regular board meeting was held.

The regular meeting of the club was held in the club rooms on Thursday afternoon, February 27th. At this time we had the pleasure of having Mrs. Kendall with us, who gave a very interesting talk. After the usual business had been transacted, we had the pleasure of hearing some vocal numbers by Mrs. Bell, accompanied on the piano by Miss Margaret Rupp. After the meeting adjourned, tea was served and a social hour followed.

A public card party sponsored by the girls of the offices, was held in the club rooms on the evening of Friday, February 28th, with Mrs. Grace Suwalski acting as chairman.

Seattle Chapter

Mrs. W. L. Lyons, Historian

OWING to illness, and the fact that many of the members had not returned from holiday vacations, the attendance at the first 1930 regular meeting of the Seattle Chapter was rather small. What was lacking in numbers, however, was made up in enthusiasm.

The report for the past year showed the treasury in good condition, notwithstanding the heavy demand upon it for needy purposes, and the officers and all concerned deserve high praise for their efforts. Enrollment was encouraging.

After the new officers were installed the retiring officers pledged their support to push the Seattle Chapter to the most successful year of its existence.

It was voted at the meeting, presided over by the newly elected president, Mrs. E. H.

Barrett, to change the date of meetings to the second Friday of each month, because of convenience.

Another outstanding feature was that of placing a number of copies of the Magazine in the club rooms for those, mostly housewives, who claim they have been unable to get them.

The routine business transacted the usual way, the meeting adjourned with a common expression of GOOD WILL.

The second 1930 meeting of the Seattle Chapter, February 14th, was marked by a greatly increased attendance.

The presence of the chapter's beloved first president, Mrs. H. B. Earling, added an extra ray of sunshine to the occasion. Mrs. Earling feels so improved in health that she promised to be with us at future meetings.

Among the new arrivals to register was Mrs. G. C. Farr, from Miles City. Mrs. Farr graciously accepted the chairmanship of the Sunshine committee, made vacant by the resignation of Mrs. Beaumont, whose illness is much regretted.

The luncheon committee made a great HIT considering Friday, after which the meeting was called to order. Several business changes were discussed, some held over for further reference.

The list of contributing members is increasing splendidly. It was necessary to increase the number of copies of the Magazine to be left in the club room, and the copies that reached the sick members of the Milwaukee family in the hospital were greatly appreciated.

Terre Haute Chapter

Alice M. Church, Historian

A LARGE number of members and their families enjoyed the Pot Luck Supper and Washington Party held at the clubhouse on February 20.

After the supper the men played cards while the business meeting was held. The various committee chairmen gave their reports. The Ways and Means Committee will hold a rummage sale some time in the near future. Our Mutual Benefit Committee is still very busy and we are glad to be of assistance to those we can help. A sum of money was voted the Sunshine Committee, as our penny marches do not contribute enough to take care of the work of that committee. They reported eighteen calls made during January and several flowers and cards sent. The House and Furnishing Committee were given authority to purchase some needed equipment for the club-rooms. There were several new members present.

The meeting was then turned over to the Social and Entertainment Committee, who saw that everybody had a good time. The Colonial Art Gallery was appreciated very much and pronounced "very clever." We were then given a Washington contest to puzzle our brains and the remainder of the evening was spent in playing Progressive George Washington. Prizes were won by James Blackwell and Tim Colwell.

Mrs. W. G. Bowen and Mrs. T. I. Colwell will be hostesses for the March meeting.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met February 27 at the home of Mrs. O. Maxfield with Mesdames Catey, Granger and Wm. Morris assistant hostesses.

Among the items of business of interest was the report that about \$20.00 had been spent

for warm clothing; that aid had been rendered to secure financial assistance in care of children; that financial aid had been given to enable children to attend school and that several children had been taken to Moberge to receive surgical and medical care.

Mrs. H. Wyman resigned as chairman of membership committee and Mrs. O. Maxfield was named to fill the vacancy. The circulating library has been placed in the Top-Notch and is gaining in popularity in its use. There was a splendid spirit of co-operation at the meeting and each committee chairman gave an active report which showed much progress and work being accomplished. At the close of the business session a piano number by Miss Rosemary Friesch and a vocal solo by Miss Eileen Maxfield were greatly enjoyed. A nice lunch was served.

The members are very happy that their "dreams" of so many years have come true and our club house is now located south of the depot. Several changes and improvements in the interior are planned which will add greatly to the comfort and convenience in its use and already several social functions are planned to be given in the near future. The ladies feel very grateful to Mr. Gillick and his assistants for the removal of the club house and interior changes which will add greatly to the progress of the chapter.

And let me say that one of the outstanding social events of the season was our club dance given February 22nd. The decorations were beautiful and the stage represented the rear of an observation car. Appreciation is expressed to night Foreman O. Maxfield and Perishable Inspector Cecil Richey for their untiring efforts in assisting the decorating committee. A semaphore block signal stood near the "train." The orchestra members were dressed as conductor, brakeman, porter and maid. At the opening dance the club officers entered the car and waved farewell as the dance sped on its way. At the beginning of each dance the conductor would call "a'board," then a whistle; then ringing from a real engine bell and the mechanical puffing noise impressed one as being at the station at the departure of a train.

Prizes were given to the winners of the father and daughter dance; mother and son waltz, and open competition waltz. Everyone seemed to have a good time and the dance was indeed a success financially as well as socially.

Our club was very happy to receive the honor of winning the \$15.00 prize offered by the General Governing Board for the greatest increase in membership for chapters of fifty members or less.

Beloit Chapter

Mrs. George Brinkman, Historian

OUR regular business meeting was held on February 13th, at the Legion Hall (we are meeting the second Wednesday in every month from now on), with our President, Mrs. N. P. Thurber, presiding.

Reports were read by the various chairmen. The committee in charge reported that the dances given by this chapter were well attended and everybody reported a good time. These were on January 18th and February 8th.

Cards were played during the social hour and an excellent lunch was served by the hostesses. We were honored by the presence of a new member, Mrs. Ray Nevins. Mrs. Nevins is a bride, married on January 18th. She and her husband were both formerly of Dubuque, Iowa.

SPORTS

Milwaukee Road Bowling League
Minneapolis, Minn., Team Standing

Team	Won	Lost	Average
Day Express	48	21	890
Pioneer Limited	48	21	885
Fast Mail	38	31	869
Olympian	35	34	859
Harley Davidson	32	37	866
Columbian	30	39	878
The Sioux	29	40	846
The Bat	22	47	832

	Games	Individual Average
V. Borgerson	66	189
T. Pederson	66	185
S. Jones	66	185
V. Hall	66	183
H. Tempke	63	181
W. Johnson	45	180
V. Nelson	66	179
W. Cleath	36	179
C. Johnson	57	178
B. Roal	66	178
Day Express		2835

High Team Average—3 Games

High Single game, Harley Davidson, 1024.
High Individual Average, 3 games, T. Pederson, 656.
High Single Game, G. Hirsh, 268; R. Risberg, 253.

Bowling Notes

HERE'S a prize Steamroller series rolled February 18 by no one else than our own Ben Reinert—131, 158 and 130, for a total of 419. The games included 12 blows and 5 railroads. Evidently working at night affected Ben's eyes.

E. Madden fouled twice that same evening. Better try spikes, E.

J. Ciesinski rolled through twenty-eight frames without a blow or railroad. In the 29th he bumped into a railroad and in the 30th a split. He finished with a 596 score.

The dollars were won by H. Tobin 234, E. Knoll 236, J. Gannon 215 and J. Glesner 239.

On February 25 Rau proved to be a strong finisher in his first and second games by striking out in both of them for scores of 193 and 196.

We missed one of the dollar prize winners; however, here are three of them: Ciesinski 221, Belter 247 and Hettinger 256. Treskett piled up a 249 game but Bill H's topped him.

E. Knoll proved to be a sharpshooter by picking up three railroads in one game.

J. O'Shea, in winning the dollar March 4, lined up seven strikes in a row.

The Assistant Comptrollers were sure hot that night. They shot 2953 for high team average, incidentally, only winning two games at that.

Three of the prize winners were Glesner 223, O'Shea 246 and Becker 240.

On March 11 Ciesinski again stepped out with great series having no blows and two railroads. His score was 607.

Anderson started the evening off right by taking a nose dive over the foul line.

E. Rumps had the steamroller game with a score of 119. There were six blows. Hank Mohr had an off night, rolling a 428 series.

Mr. Blumberg, acting as a substitute in the Boosters, smashed the pins for a snappy 366 series. This tremendous total included games of 138, 106 and 122. There were 13 blows and 5 railroads.

Peterson of the Freight Auditors showed his consistency by rolling games of 192, 193 and 193—total 578.

The dollars were won by O'Shea 233, Glesner and Ciesinski 210 each, Lange 226 and Haidys 230.

The Milwaukee Railroad Women's Club Bowling League

Fullerton Avenue Chapter—End of the Twenty-First and Final Week		
Team	Won	Lost
The Arrow	48	15
The Columbian	33	30
The Pacific Ltd.	31	32
The Pioneer Ltd.	31	32
The Fast Mail	30	33
The Bat	29	34
The Olympian	25	38
The Sioux	25	38

INDIVIDUAL AVERAGE		
Player	Games	Average
B. Albright	60	157.49
J. McDonald	60	147.20
E. Reck	60	140.44
M. Freitag	51	140.29
M. Porten	63	137.46
L. Teske	63	137.44
M. Drebes	63	136.56
E. Collins	60	135.24
G. Larson	63	133.25
M. Teske	63	129.38
M. Maney	51	124.40
H. Stegman	51	120.21
F. Krella	63	119.15
A. Byrne	51	117.48
H. Rohde	63	116.58
E. Anderson	63	114.26
M. Steffen	60	107.19
E. Dreher	57	106.56
E. Cleuver	63	102.41
V. Bieschke	63	99.40
M. McCormick	63	99.4
A. Gaynor	33	98.30
S. Seberger	63	95.8
C. Barber	24	117.15

High Individual Average, 3 Games—G. Larson, 543.

High Team Average, 3 Games—The Arrow, 1,402.

High Single Team Game—The Fast Mail and The Arrow, 505.

High Single Game—D. Albright, 213.

In the last night's play, the Arrow totaled 1,402 for the best team total, which included a 505 game, tying the Fast Mail for high team game.

M. Freitag tried hard to displace E. Reck for third place the last night but a fraction proved sufficient for Erna.

Standing of Chicago, Milwaukee, St. Paul and Pacific Railroad Employees' Bowling League

Team	Won	Lost	Per cent	Average
Ticket Auditor	48	27	640	891
Assistant Comptroller	46	26	613	884
Auditor of Station Accounts	46	29	613	868
Car Accountant	44	31	586	865
Freight Auditor	42	33	560	857
Auditor of Expenditure	35	37	466	860
Comptroller	23	49	319	832
Boosters	11	61	152	790

INDIVIDUAL AVERAGE		
Player and Team	Games	Average
Krumrei—Ticket Auditor	75	187
Lange—Auditor of Station Accounts	75	187
Ciesinski—Auditor of Expenditure	75	186
Dale—Comptroller	66	186
Gumz—Ticket Auditor	68	186
Glesner—Auditor of Expenditure	75	186
Treskett—Car Accountant	75	186
O'Shea—Assistant Comptroller	75	186
Knoll—Car Accountant	54	180
Peters—Assistant Comptroller	72	180

High Team Average—Three Games, Assistant Comptrollers, 2,953; Ticket Auditors, 2,823.
High Single Game—Assistant Comptrollers, 1,053; Car Accountants, 1,033.

Fifth and sixth positions were settled by the scant margin of 2 pins.

All participating enjoyed it, but, owing to a late start, the league bowled but 21 weeks, or 63 games.

Four carloads of bowlers and rooters went down to Kansas City to roll in the Milwaukee Railroad Tournament at Harvey's Twelfth and Wyandotte Recreation Parlors. The final standing is not in as yet; however, some of our scores should stay well up in the money. Here are a few of the scores:

Five-Man Teams	
Ticket Auditors	2870
Freight Auditors	2573
Aud. Station Accts.	2559
Aud. Expenditure	2539

Doubles	
Dale-Krumrei	1143
Gumz-Peters	1131
Peterson-Gentz	1095
Ciesinski-Lange	1091

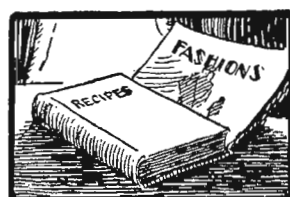
Singles	
C. Woelffer	585
H. Krumrei	584
H. Schell	584
J. O'Shea	575

Terre Haute Bowling Notes

THE two Milwaukee bowling teams have had quite a slump during the past four or five weeks. The Rea Building team has been able all season to stay five or six games ahead of any other team, but recently another team has caught up with them and now these two teams are tied for top place. "Had" Stewart says the team has been going down ever since he left it, which is true, but there is some doubt if that really is the cause. Different line-ups have been tried out in order to get away from the slump, but it doesn't seem to do much good. Once or twice General Manager "Lefty" Scholl has been put in clean-up position, but it seems that the strain of being clean-up man, together with his other duties of settling arguments, fixing the handicap, collecting the money, blowing the starting whistle, etc., has been too much for George, and he doesn't seem to do as well in that position as in the regular batting order. "Push-em-up Tony" Huberti seems to have lost all control of his hook, and, although he still retains his average of 170, games around 125 and 130 are not at all uncommon. "Tony" used to strike out every time he was told to, but recently it is quite an effort for him to even spare out.



AT HOME



The Easter Brides

PROBABLY the most interesting figures among young femininity are the Easter brides, and they hold the spotlight until enter the June bride. Easter is late this year, and so the bridal parties clustering about the church holiday will not have to give so much thought to the possibility of they and their fineries being frozen out on a March blizzard, and they may go blithely forward with their preparations for a real Spring show.

It does not appear to be a white season—not altogether at least, for it is foretold that some of the brides will step down the aisle clad in raiment of color, not glowing, brilliant color, but the soft pastel shades which are properly more typical of the bridal spirit. Egg-shell tint, pale water green, that "something blue" which must however be the merest suggestion of color and the palest of pinks that suggest the pink glow of the pearl. These are permissible for the bride to wear on the momentous occasion. The material is of satin, for satin has come into its own again and no bride will think of stepping toward the altar in crepes, flat, or otherwise, because that material is not "chic" any more. The cut of the bridal robe harks back somewhat to the days "before the war" when long, trailing gowns, with rounded necks and long sleeves were the only possible mode. The skirts are full out on sides and front by means of godets set in below the tight hips, or are cut on the circular, are ankle length, even longer in front and meet the train after perhaps being slashed up a bit to show the dainty satin slipper and hose to match the gown. Over this shimmering picture is thrown the traditional bridal veil—the "traditional" veil, mark you, because the short, bobbed-off little veil has gone out with the short, bobbed hair—and furthermore, no bride will walk down the aisle with her face uncovered. Not at all, the veil again falls to the waistline in the front, on the maiden's last march.

Here is what one bride is planning for her Spring wedding: It will be a gay little affair, the place an old college chapel whose altar and choir loft will be a mass of yellow and lavender spring flowers on which the late afternoon sunlight will flood its mellow glow in soft, warm tints. The attendants are to be like Spring flowers—the maid-of-honor in lavender, the two bridesmaids in golden yellow and palest green. The bridal gown will be egg-shell satin, pale almost to ivory. It will reach nearly to her ankles in front, the bodice will be fitted in princess style with gatherings at the waist. The skirt is circular extending to a point in the front and slit down the center front. Underneath the slit is set another circular godet, shaped to a point at the bottom and slightly longer than the skirt. The sleeves, tight and long, with four inches of gathers on the top and wrist and a small point over the hand. The long train sweeps the floor at the back and



Helen Marie and Robert, Children of C. P. A., C. F. Dahnke, Madison, Wis.



Charles H. and Edward E., Sons of Dispatcher C. H. Agner, Madison



"Bill", 4 Years, Grandson of Dispatcher I. L. Buehler, Madison



Stuart William, Son of Division Accountant Payne, Madison



George, Jr., Son of Machinist George Mansinger, of Miles City



Donald, Son of Iowa Division Brakeman R. G. Adams

over it is draped a lovely veil of real ecru lace, fastened with tiny, hand-made rosebuds. The slippers will be high-heeled, egg-shell satin shot with gold and silver threads. The bouquet will be orchids, roses and yellow spring flowers.

Now come we to mother's costume at a smart wedding.

Mothers, by all good and proper tradition, are expected to sweep into the church on the arm of some unimportant relative and sidle into a front pew clad in "soft greys" or something which will advertise her advanced years in an equally efficacious manner. Well, mothers of today are not the silvery-haired dowagers of the yester years. By no means. Mother will probably trip lightly across the carpeted space in chiffon velvet of varied hues—her gown of walking length, which means nowadays, about half way between knee and ankle. This Spring it will be an ensemble costume and if she prefers, she will have it of gayly flowered chiffon with a coat or jacket of taffeta or flat crepe to harmonize with the background color and lined with the material of the gown. She will have a smart little straw hat drawn down over her grey hair, and her cheeks and lips will be as rosy red as any of the girls in the entourage. Oh, no more grey-haired mamas in the wedding party, or anywhere else for the matter of that. Like the fashion in buttered toast according to the English butler, grey-haired mamas have "gone out a lot."

Some Fashion Notes of the Moment

A noted Paris Couturier promulgates the following for the Spring silhouette: Your silhouette is measured from your shoulder neck line to the floor, then divide it—one-fourth to the waist, with the waist line at the lower figure of this fourth; one-half of the measurement for the skirt length, and the remaining fourth belongs to your stocking and shoe display.

Full length coats will be in the separate wrap class rather than the suit category. Suit wraps are of the jacket three-quarter, bolero and cape type.

Paris announces that two-color ensembles will be authorized, and this is going to help out the last season frock which must be utilized but cannot be matched.

No really smart spring outfit will be complete without a suit, silk or light weight wool. "Dressmaker suits" they will be, and navy blue will be one of the best colors of the season. This seems to forecast the good, old navy-blue serge which we used to think we simply could not get along without. Navy blue and pink, and black and pink are remarkably chic for the coming season; with navy blue and light blue, and black and light blue stepping right along close beside it. It's a colorful season, but the backgrounds seem to be more subdued.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1930 BOOK OF FASHIONS.

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

6716. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires $4\frac{3}{4}$ yards of 39 inch material. The width of the dress at the lower edge with fullness extended is 3 yards. Price 12c.

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

6758. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 10 year size requires $2\frac{3}{4}$ yards of 35 inch material. The plaiting (or frill) on the collar will require $3\frac{1}{2}$ yards of material $1\frac{1}{2}$ inch wide, cut crosswise. A wrist band and neck bow of ribbon require $1\frac{1}{4}$ yard. Without collar $2\frac{3}{4}$ yards will be required. Price 12c.

6553. Misses' Dress. Cut in 3 sizes: 16, 18, and 20 years. An 18 year size requires $3\frac{1}{2}$ yards of 39 inch material. To make capelet and bow of contrasting material requires 1 yard 39 inches wide. To finish the scalloped edges with bias binding requires $6\frac{3}{4}$ yards 2 inches wide. The width of the skirt at the lower edge with fullness extended is $2\frac{3}{4}$ yards. Price 12c.

6752 Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires $2\frac{3}{4}$ yards of 35 inch material without the plaiting which will require $\frac{3}{4}$ yard additional material, cut in crosswise strips $1\frac{1}{2}$ inch wide—and best finished with a picot edge. For sash and shoulder bow $3\frac{1}{4}$ yards of ribbon will be required. Price 12c.

6729. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. An 8 year size with sleeves, requires 3 yards of 39 inch material. Without sleeves $2\frac{1}{2}$ yards will be required. For the sash of ribbon $1\frac{3}{4}$ yard will be required. Price 12c.

6747. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires $4\frac{3}{4}$ yards of 39 inch material. Without the jabot $3\frac{3}{4}$ yards will be required. Price 12c.

4234. Peter Rabbit. Cut in 3 sizes: 9, 12 and 15 inches in length. It requires $\frac{1}{2}$ yard of 36 inch material for either style in a 12 inch size. Price 12c.

6502. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size with long sleeves will require $2\frac{1}{2}$ yards of material 35 inches wide or wider. If made with short sleeves $2\frac{3}{4}$ yards will be required. The sash of ribbon requires $2\frac{3}{4}$ yards. Price 12c.

Good Things to Eat

Silesian Sauce for Steamed Halibut. Cook together until reduced one-half, one and one-half tablespoons tarragon vinegar, three peppercorns, small bay leaf, sprig of parsley, and one-half teaspoon finely chopped shallot. Strain, add yolks of three eggs, well beaten, one-third cup brown stock and tablespoon of butter. Cook over hot water, stirring constantly until thick, then add another third cup of stock and tablespoon of butter, with which has been mixed one tablespoon of flour. When thick, add one-half tablespoon of capers and one-half tablespoon of parsley, and salt to taste, with a dash of cayenne.

Fricassee of Clams. One can of clams, or one-half pint of clams after cleaning. Chop hard portions fine and reserve the soft portions. Melt two tablespoons of butter, add the chopped clams, two tablespoons of flour and pour on

gradually one-third cup cream. Strain and add soft part of clams. Cook one minute, season with salt and cayenne and add yolk of one egg slightly beaten. This is a nice sauce for broiled salt water fish.

Baked Finnan Haddie. Place fish in dripping pan and pour milk and water in equal portions around the fish. Set on back of range to heat slowly. Let stand twenty-five minutes, then pour off liquid, spread with butter and bake twenty-five minutes.

Sardine Cocktail. Skin and bone one small box of sardines and break into small pieces. Mix one-half cup tomato catsup, one-half teaspoon Tabasco sauce, two teaspoons Worcestershire sauce and the juice of one lemon. Salt to taste. Add the sardines, chill and allow for each serving, one tablespoon on a crisp lettuce leaf.

Grape Fruit Jelly Salad. To make the jelly: Put one-third cup sugar in a saucepan, pour over it one third cup of water and let boil three minutes. Remove from fire, add one and one-half tablespoons of granulated gelatine that has been soaked in two tablespoons of cold water; three-fourths cup of grape fruit juice, one tablespoon of lemon juice and a pinch of salt. Strain

into a mould and let stand until it has stiffened. Mash a large cream cheese, moisten with heavy cream and season with salt, pepper and onion juice. Pipe this around the mould of jelly and garnish with water cress. Serve with French dressing.

Mock Chicken Salad. Cut cold roast pork into small cubes, enough to make two cups; add one cup celery cut in small pieces, and eight stuffed olives chopped. Moisten with mayonnaise and serve on lettuce, garnished with strips of pimiento.

Card of Thanks

We wish to express our sincere appreciation to the Milwaukee employes for their many kindnesses and floral offerings during our recent bereavement.

MRS. R. G. McCOY and
MARGARET MARIE.

MR. AND MRS. R. C. McCOY.

MR. AND MRS. ROBERT McCOY.

MR. AND MRS. RALPH McCOY.

CURTIS McCOY.

TOM MORK AND FAMILY.



Madison, Wisconsin

(Continued from page 6)

Business

There are approximately 400 stores and shops of all kinds and many new nationally known retail organizations have opened branches here within the last two years.

The wholesale area covers a very large territory and the thirty-five wholesale organizations serve the immediate territory and parts of Iowa, northern Illinois, and north-central Wisconsin as well. The wholesale zone of influence in Wisconsin extends to the tier of counties running across the state above La Crosse, Monroe, Juneau, Adams, Washara, and Winnebago.

Transportation

The easy accessibility of Madison makes it an ideal location for almost any business. There are three trunk line railroads, and eight state trunk highways passing through the city, three of them being national highways. Air mail service was added to the transportation facilities in 1928. Miles of concrete pavement are being added each year to the county highways and soon a network of concrete will cover the county of Dane.

Industrial Situation

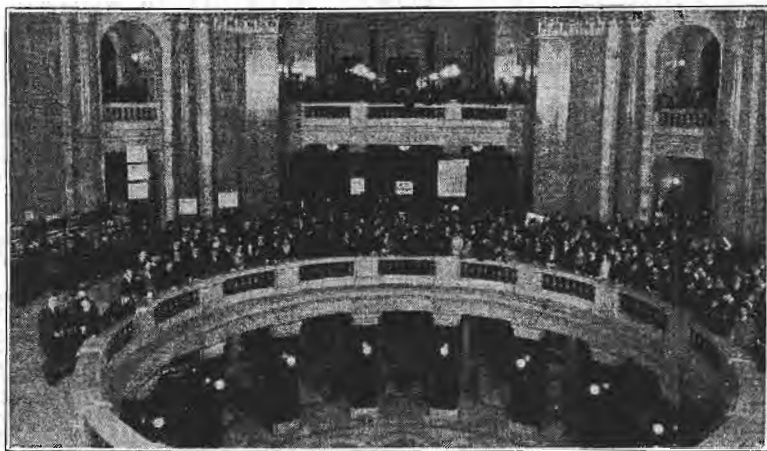
Madison is the second largest dry cell battery center in the United States. Machine tools, lubricating devices, farm pump engines, farm machinery, hospital furniture, automobile parts, meat packing, and many other lines employ the industrial population of 5,500 in 78 plants with an output of \$24,000,000 annually.

Madison can absorb textile lines, clothing industries, plants giving employment to women, and plants employing artisan labor. There is considerable diversity of industry and almost any organization that does not demand water waste facilities can locate in or near the city to advantage with a plant to serve the central western territory. Madison's aggregate weekly industry's payroll has increased 31 per cent, and the number of employees 27 per cent in the last four years. This is the greatest growth in Wisconsin.

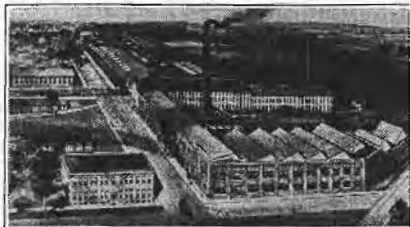
There is excellent railroad trackage property available that may be obtained at reasonable cost and, if the enterprise has had experience, additional help will be given through the Industrial Bureau of the Association of Commerce. Living conditions and recreational facilities are nearly ideal. Wisconsin has not drawn from its farms for labor to the extent that some other states in this section have done and, consequently, there is an opportunity at Madison to employ many more people without injuring conditions on the farms in this section. Electric power is very reasonable and is obtained from the Wisconsin power plant of the Wisconsin Power Company at Prairie du Sac, about thirty miles distant from Madison. Rate changes favorable to special lines are in the process of making. The Madison Traffic Bureau has been very active along those lines and has been doing some very commendable work.

Consuming Power

Madison is nearer the center of population in the state than any other city. The power to consume products of factories, farms, and mines is equal if not greater than any other city of its size



Capitol Rotunda, Madison, Wis.



Fuller & Johnson Plant, Madison



United States Forest Products Laboratory, University of Wisconsin



Madison-Kipp Lubricating Company Plant



New East Side High School, Madison

in the country. The student population in the University of Wisconsin alone, which is not included in population statistics, about 10,500 during the school year and 5,200 during summer school, makes the city for business purposes one of about 75,000 population, taking just the United States Government estimates. The tourists and many annual conventions keep the hotels crowded and give Madison the appearance of a city much greater than 60,000. The growth of the hospital facilities is also adding annually to the flow of transients as well as permanent residents.

Madison's rapid growth is clearly indicated by the construction of three new apartment buildings in 1929 of 45, 65, and 85 apartments each, and of the two new office buildings with one new one, the Wisconsin Power & Light Co. building, recently occupied. There is a large 10-story office building, a large department store and the Field House at the university now under construction.

Financial Situation

A bank failure has never been known in the records of the city of Madison. The 10 banks, 4 trust companies and 4 building and loan associations have combined resources of over \$35,000,000. In 1919 these resources were only \$21,000,000. There are three local life insurance companies with about \$60,000,000 of insurance in force.

The general finances of the city are excellent. The bonded debt is below the allowable 5 per cent and city bonds are

sold at a premium. Bids and contracts are handled in a businesslike manner and ample publicity is always given to plans and projects.

City streets and lake drives are being improved and additions made as rapidly as possible. The city planning commission and the city engineer's office have charge of the plats and streets in the city and the surrounding territory. A major street plan has been adopted and a civic center development plan is under consideration.

Madison Association of Commerce

The center of activity in the city is in the offices of the Madison Association of Commerce. It is the hub, the center of the wheel that keeps turning and moving in the common effort of all for a greater industrial expansion, a finer cultural development, an increase in the comfort and happiness for all her citizens, and for a still greater Madison.



Milwaukee Passenger Station, West Madison

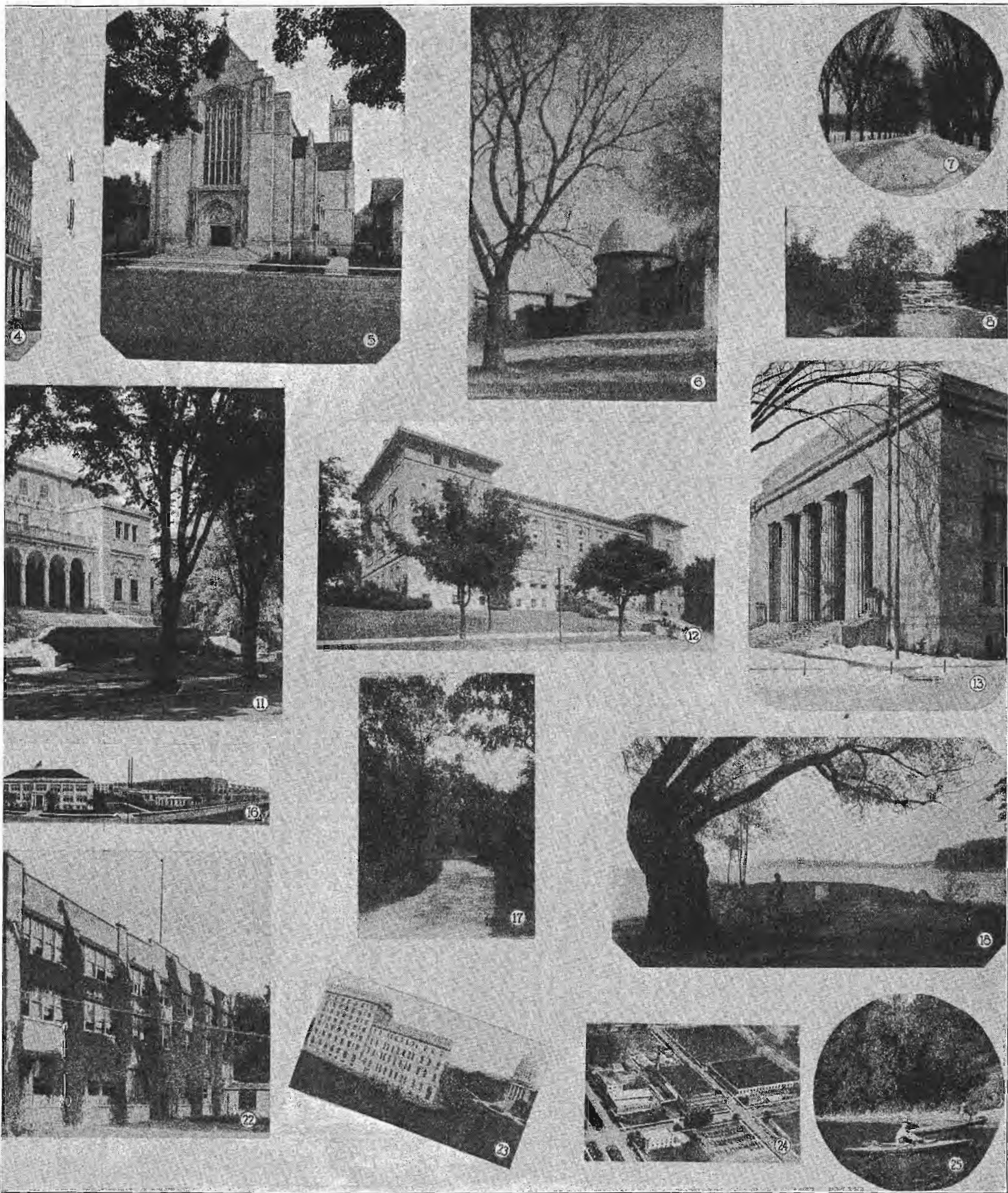
"Did I hear you say, conductor, that the locomotive was at the rear of the train?"

"Yes, ma'am. We've got a locomotive at each end. It takes an extra one to push us over the pass."

"Dear, dear, what shall I do? I'm always sick if I ride with my back to the locomotive."



(1) The Capitol from the University. (2) The State Historical Library. (3) Entrance to Supreme Court. (4) Home Office of The Beaver National Mutual Benefit Insurance Co. (5) Luther Memorial Church. (6) Washburn Observatory. (7) University Drive in Winter. (8) Yahara River at Tenney Park. (9) First National Bank. (10) Madison's New Million-Dollar Postoffice. (11) Memorial Union of the University of Wisconsin. (12) Lathrop Hall, University of Wisconsin. (13) New Masonic Temple. (14) "The



Country Home" of The Oscar Mayer Co. (15) More Than 1,000 Indian Mounds Are Located Within a 2-Mile Radius of Madison. (16) Gisholt Machine Co. (17) University Drive. (18) Lake Mendota from Tenney Park. (19) Another View of University Drive. (20) Hotel Loraine. (21) West Side High School. (22) French Battery Co. (23) Park Hotel. (24) Burgess Battery Co. (25) A Fisherman's Paradise.

Current News of the Railroad



The Annual Wisconsin Good-Will Train

A Two-Weeks' Tour of the South Successfully Accomplished

WITH more than one hundred boosters aboard, the third annual Wisconsin Good-Will train completing its two weeks' tour of the South, left Chicago over The Milwaukee Road, for Madison, on Sunday, March 9th. On the tour stops were made in sixty of the principal southern cities. The purpose of these tours is to advertise Wisconsin's agricultural, industrial and recreational resources. Specially equipped coaches in the train carried exhibits of Wisconsin's products.

Chinese Government Railways Party Arrives in Chicago

Forty Representatives in this Country to Study Railway Economics

Come from Seattle to Chicago on Olympian Train

FORTY employees of the Chinese Government Railways who will spend the next four years studying methods of American Railways, arrived in Chicago March 6 on The Olympian from Seattle. The party, all of them graduates of Chinese colleges, are entering the Chicago and other universities for a two-year course in railway economics, after which they will work on American railroads for two years, then return to China to resume their duties on Chinese railroads.

Spring Season at Excelsior Springs

Season Opening Earlier Than Usual

BECAUSE of the balmy spring-like March weather the season at The Springs is opening early. The two 18-hole golf courses are reported in fine condition and play was started about the middle of the month. Hotel accommodations at the great American Spa have been increased to accommodate the visitors attracted by the noted curative waters

and the opportunities for golf and all other out-door exercise and sports.

Travelers to Excelsior Springs on The Southwest Limited are enjoying the radio receiving sets that have been installed on those trains between Chicago, Milwaukee and Kansas City.

A Remarkable Record

RIPLEY in the "Believe It or Not" column in the Herald and Examiner of March 7th, carries a sketch of John M. Horan with the legend "John M. Horan of Milwaukee has worked continuously for the last 75 years with The Milwaukee Road" and commenting on it Mr. Ripley says, "comparing it with other items of that nature it is very remarkable." The "Believe It or Not" column is a King Syndicate feature and appears in more than 200 newspapers.

"Johnnie" Horan rounds out his full 75 years of service with this company this month.

The Railroad's Improvement Budget

MORE than \$28,000,000 will be spent by The Milwaukee Road during 1930 for improvements and additions to its property.

The railroad's improvement budget, which has just been approved by its Board of Directors, involves an expenditure of more than \$3,500,000 in excess of the budget for 1929. This amount covers capital charges and is in addition to the regular expenditures for operating and maintaining the property.

Nearly \$11,000,000 will be spent for equipment. More than \$15,000,000 will be expended for major improvements and miscellaneous additions and betterments in the twelve states in which The Milwaukee Road operates. Expenditures for rail are estimated at more than \$2,000,000.

Equipment to be purchased includes 2,000 gondolas, 700 box cars, 600 flat cars,

300 ore cars, 2 dining cars, 10 mail and express cars, and a number of miscellaneous items.

Major improvements include track elevation, relocation of line, grade separation, new yards, building, and dock facilities. Miscellaneous additions and betterments include improvement of bridges, trestles and culverts, engine-houses, shop and roadway machinery and tools, signals, interlocking plants, fuel and water stations, and station facilities.

The principal major improvements include:

MILWAUKEE—\$1,588,000 for grade separation; changes in Muskego Yard; and completion of new car shop.

CHICAGO—\$1,365,780 for track elevation and South Boulevard improvements in Evanston; and new commissary and laundry building.

SIOUX CITY—\$102,500 for main line relocation.

SIOUX FALLS—\$126,300 for new engine-house and engine terminal facilities.

GREEN BAY—\$250,000 for new dock and warehouse facilities.

POLO to BIRMINGHAM, MISSOURI—\$1,694,000 for new double track line, joint with C. R. I. & P. Ry.

DAVENPORT—\$145,500 for new depressed track near Government Bridge.

Miscellaneous road improvement items include:

For improvement of bridges, trestles and culverts, \$1,610,000. For shop buildings, engine-houses, \$785,700. For shop machinery and tools, \$700,000. For additional yard tracks, siding, \$610,000. For elimination of grade crossings, \$529,000. For grade crossings and signals, \$192,600. For signals and interlocking plants, \$292,000. For fuel and water stations, \$439,000. For station facilities, \$557,000.

Courtesies Received

THE following letter to Superintendent

Nee at Aberdeen, extends thanks and commendation to H. & D. Division conductors R. W. Humphrey, E. P. Harrington, Agent H. G. Burns and Operator Leo Jorreson, Webster, S. D., for courtesies rendered to a passenger desiring to make a connection which was close. The letter is from Mr. P. W. Johnson, a traveling salesman out of Chicago.

"Through a chain of circumstances I missed catching No. 22 at Webster for Milbank. I was doubling back from Webster in order to catch No. 15 for Lemmon. No. 18 was almost an hour late and fortunately for me Webster had to flag it for Minneapolis passengers. No. 15 happened to be 10 or 12 minutes late which enabled me to make it, but it was largely through the efforts and extreme courtesy of Mr. R. W. Humphrey, conductor on No. 15, the agent and operator at Webster, and the conductor of No. 18 on January 6th.

"I wish to bring to your personal attention the courtesy of these gentlemen and ask that they receive mark of commendation from you.

"I might say, however, that these are not the only employees of the Milwaukee who do such things almost daily to people who are 'travel-wise' enough to use the Milwaukee.

"I am a traveling salesman and ship from 35 to 50 carloads of merchandise out of Chicago each year and you may rest assured I route all possible via Milwaukee."

SPECIAL COMMENDATION

THE following named have received special commendation for merit acts performed while in the conduct of their regular duties:

Operator R. E. Collins, Martindale, Montana, on January 11th, as No. 264 was passing his station, noticed brakes sticking on one car; made note of it and handed to conductor as caboose passed, averting a possible derailment.

Section Foreman Fred Voight, New Goshen, Indiana, discovered a broken flange on car wheel, at Bardyke Mine, February 18th.

Iowa Division brakeman Tom Birmingham while switching at Ferguson, February 24th, discovered a car with about 16 inches of flange gone.

Agent S. D. Gilliland, Menbourne, Iowa, on February 24th discovered a broken tie strap on car of meat train 80, and signaled the crew. Train stopped and car set out without damage.

I. & D. Division Brakeman A. C. Johnson, on January 19, Train 761, discovered a badly chipped wheel on a refrigerator car, averting a serious derailment.

As the 1st section, No. 72, was passing North Buena Vista, Iowa, station, February 12, Agent J. A. Dean discovered a brake beam down and notified the conductor. Train was stopped and repairs were effected.

Operator Stanley M. Fiddler, Oconomowoc, Wis., noticed the wheels sliding on the car "Nahma," Train No. 16, January 30 and got word to Dispatcher.

Operator Fred G. Rohde, Camp Douglas, discovered brake rigging down on car in Train No. 63, January 28 and got the train stopped before an accident resulted.

Agent A. E. Cunningham, Hubbelton, Wis., discovered a hot box on Train No. 410, January 28 and took immediate action to have it taken care of.

Operator P. A. Gilmore, Camp Douglas, discovered a wheel sliding on Sleeper "Fari-bault" on No. 16, January 28 and got word to the Dispatcher, so the car was set out at Mauston.

Car Foreman Carl Gruits, while riding as passenger on No. 101, February 13, repaired two hot boxes on baggage car at Watertown, which prevented a bad delay to this passenger train. This service was appreciated the more because he was a passenger on the train.

Martin Wortz, clerk at Wauwatosa, residing at Pewaukee, noticed that the crossing bells on Highway 19 continued to ring after trains had passed, and after making inspection of the tracks west of the crossing found a broken rail which would not permit of trains passing over. He immediately got in touch with the dispatcher and had the next passenger train operated over the other track. An important passenger train might have been derailed had this defect not been discovered.

About 6:50 A. M., January 30, as Yard Foreman B. M. Clark and his helper, B. Cavanaugh, were coming to work at New Yard, St. Paul, they noticed a brake beam down on Train No. 67. They were unable to get signal to head end of train, but notified the rear end and stop was made, preventing what might have resulted in serious damage.

Section Foreman Martin Costanzo, Chicago Terminals, while in the vicinity of Franklin Park, January 16, discovered a broken rail on No. 1 Main, and took immediate action to correct the condition.

C. & M. Division Conductor J. H. Costello on January 30 noticed the wheels sliding on diner in Train No. 17 and got word to dispatcher to stop the train, and set out the car.

R. & S. W. Division Conductor J. M. Starr discovered a broken truck in Train No. 76, as they pulled by at Rockton, Ill., which no doubt prevented a derailment.

Section Foreman George Parker, Shannon, Ill., as Train No. 61 was pulling by, January 28, discovered a dragging brake beam and notified the conductor as the caboose passed.

Dubuque Division Brakeman Geo. Artus, while on Train No. 95, on siding at Yellow River, 11:40 A. M., January 28, discovered brake beam down on car in Train No. 63, which was passing. He signalled the conductor to stop, and the defect was removed.

Dubuque Division Brakeman J. L. Thomas, while on Train No. 63, December 31, discovered a broken wheel and car was set out.

Northern Montana Division Brakeman George Haines, on Train 115, January 14, picked up and returned to its owner a purse containing a sum of money. The owner was deeply grateful to Mr. Haines and a letter of appreciation was sent to him.

Terre Haute Division engineer V. W. Dickey discovered a broken flange on car on Transfer leaving Faithorn January 28.

H. & D. Division Brakeman R. E. Copeland, while inspecting train at Glencoe, Minn., January 17, discovered 14 inches of flange broken from a wheel. Car was set out.

Terre Haute Division Conductor Guy Milligan found a broken arch bar under car in Train 2-74, at Myron, January 7.

Agent J. N. Elsner, Hale, Iowa, noticed a car with flat wheels in Train Extra West, January 24, and notified the train crew so that the car was set out.

Mr. R. H. Cunningham found a piece of steel that looked like a piece of a broken flange at Tomahawk and immediately reported by wire. The car was found at Merrill, having moved from Star Lake to Merrill loaded with logs. Fortunately nothing happened, but this indicated that Mr. Cunningham is mindful of dangerous conditions and took prompt action so warning could be sent to all concerned.

Those of Us Who Do

G. P. F.

DIVISION Freight and Passenger Agent Hiltel commends Conductor Al. Jeffers accounting influencing a passenger, destined Honolulu.

Yard Conductor C. J. Davis, Minneapolis, produced information that resulted in the sale of three tickets to New York.

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

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

Receiving Clerk R. Reiner, 5 shipments L.C.L.

Receiving Clerk J. Harvatt, 4 shipments L.C.L.

Receiving Clerk A. Keenly, 2 shipments L.C.L.

Receiving Clerk R. Detuno, 10 shipments L.C.L.

Assistant R/C Clerk T. McGrath, 2 carloads.

Assistant R/C Clerk J. Latkowski, 6 carloads.

In addition to the above, Mr. Petersen and Mr. Seiler reported twenty-five cars to the Traffic Department, on which we were short-hauled or entirely eliminated from the routing.

Galewood Station reports the following business by their solicitors during the month of January:

Rate Clerk J. J. Connolly secured eight shipments with a total weight of 14,455 pounds. Freight House Clerk Otto Schulz secured thirty-two shipments with a total weight of 15,400 pounds. Rate Clerk J. P. Dickey secured 14 shipments with a total weight of 55,000 pounds. Mr. Dickey also secured two earloads routed via our Terre Haute Division. Claim Clerk J. W. Slattery secured six shipments with a total weight of 7,500 pounds. Car Record Clerk A. Sabey secured one carload routing via Rondout, which is to be a regular movement weekly. This car formerly was handled by the Chicago and North Western.

Engineer John Whitney, on the Superior Division, prevailed upon a friend to use our line from Green Bay to Chicago on a trip to the East. Mr. Whitney's friend wrote back as follows:

"I want to tell you what I think of the Milwaukee Railroad, inasmuch as you induced me to cancel my Chicago and North Western reservations to travel via a real railroad. I slept in the best equipped and most comfortable sleeper that I have ever traveled in. I felt miserable, suffering from a cold and expected a restless night, but upon tucking myself away between fresh sheets at 11:00 o'clock I never moved or heard a sound until within an hour of Chicago. I understand an additional car was taken on to the train at Green Bay, but it was done so quietly I never even heard it. The washroom facilities are superior to the other road and the appointments are fine. Coming down from New York I paid \$7.20 extra fare and regret to say that the accommodations on that eastern train are not to be compared with the Milwaukee Road. I was delighted that you switched me to the Milwaukee."

Superintendent Hoehn advises that as a result of activities of Yard Foreman Frank Matthies at Wausau we secured the location of a very important industry on our line. Mighty fine, Mr. Matthies.

Mrs. A. L. Kirby, wife of conductor on the I. & D. Division, has been instrumental in securing a number of passengers to Chicago at different times during the last three or four months. Conductor J. H. Leibold at Mason City influenced the sale of one and one-half round trip tickets to Chicago. Chief Clerk A. L. Kinney, in the Freight Office at Mason City, influenced the sale of a ticket to Chicago and advises he has prospect of three or four more within a short time.

The Passenger Department at Minneapolis commends Conductor G. H. Keys and Engineer A. W. Marsh, both on the River Division, on account of their influencing business our way.

Rate Clerk J. P. Dickey at Galewood, in the month of February secured seventeen L.C.L. long-haul shipments, with a total weight of over 30,000 pounds. Freight House Clerk Otto Schulz brought in a total of 105 different L.C.L. shipments, total weight 49,091

pounds. Record Clerk A. Sabey reports two carload shipments secured.

At Marinette, Warehouse Foreman Otto Bundy influenced the sale of a ticket to Omaha.

At Wausau, Freight House Foreman Frank Voeltzke, by close co-operation with a patron at that point, secured the long haul on four carloads of cheese going to Alabama.

Division Accountant H. O. Wheelock at Wausau, through personal acquaintance, influenced the routing our way of a number of shipments from Chicago to Cincinnati.

From the Wisconsin Valley Division

THROUGH close cooperation with the President of the Cheese Federation, Freight-house Foreman Voeltzke secured several cars of fine business for us. Some of the hauls included points as distant as Alabama.

Division Accountant H. O. Wheelock came across a party that had traveled from Des Moines to Wausau over the C. & N. W. and he secured their return and future business over the Milwaukee Road.

Agent A. I. Lathrop went calling on some of our merchants a few days ago and learned that Receiving Clerks Clarence Chagnon and George Florey are in the habit of soliciting business wherever they do their shopping. This is surely fine work, fellows.

Mr. A. W. Warner also secured three passengers from Minneapolis to Wausau. Mr. Warner is always very active for not only passenger but freight traffic as well and it takes extra effort of this kind to increase business.



Kansas City Division C. M. G.

AFTER an absence of several weeks, on account of illness, Superintendent H. F. Gibson has returned to his office and resumed his duties. Everyone was pleased to see him and glad to know that he is greatly improved. For two weeks Mr. Gibson was a patient in the Mercy Hospital at Des Moines, followed by a ten days' sojourn in Excelsior Springs, Mo.

J. C. MacDonald, District Storekeeper, Milwaukee, made a business visit to Ottumwa during February, and C. Buetell, coal supervisor, was on the division on February 14.

Opal English, maintenance timekeeper, was on a vacation for one week during the month of February, after which she was employed in the freight house for several weeks as assistant bill clerk.

Flagman Chas. Dickerson and Beery Ledwell were relieved of their duties on February 19 because of an electric signal being installed and put into service on Second Street, Ottumwa.

Conductor F. E. Cox has left for Cuba and other points of interest in the South. He makes a yearly visit to this climate and is planning to spend three months seeing some of the country and scenery of the South.

Believe it or not, but, the noon hour recreation for some of the younger male members of the superintendent's office force is the old, but still popular game of marbles. Ivar cannot seem to find a sack large enough to hold his winnings. Judging from the conversation given out by some of the participants a number of them, although grown up, have not as yet mastered the game. The old driveway by the race seems to be the favorite marble grounds.

Several of the employees of the superintendent's office spent Washington's birthday out of the city: Roberta Sidebottom visited with relatives in Missouri; J. A. Mooney and wife were in Gallentine, Mo., for the holiday; A. C. Daacke visited with relatives in Indianapolis, Ind.; Mildred Kissinger was in Chicago and took in several good shows, and Mrs. Ilee Allen was in Cedar Rapids to visit with Mr. Allen.

The Wisconsin Good Will Tour of thirteen cars was handled over the division on time on February 23, from Davenport to Kansas City.

Fire Chief C. F. Carlson, alias Captain of the Police, recently had a little experience in extinguishing fires. He put his lighted pipe in his coat pocket, causing his coat to ignite and making it necessary for a little quick action on his part.

Never having been in Sioux City we cannot say much in regard to it; however, we do hear it quoted and bragged about very frequently by our Trainmaster W. C. G. But, we must admit they produced one very good thing in the Jack Mills' Orchestra, which we secured for our big Milwaukee Charity Dance this year. If all the other inhabitants of that city are like W. C. G. we don't want to meet any of them, for we hear enough about the good things of Sioux City as it is. It must be SOME PLACE.

For two months Engineer V. M. Gloré visited with his sister in Tulsa, Okla. Mr. Gloré informed us that in early February he spent some time in the making of garden and the planting of the spring onions, lettuce and radishes.

Geoffrey Stickler, chief timekeeper, will leave on March 15, for a two weeks' vacation, visiting in the old home town of Seymour, and in Cincinnati, Iowa. Also, will be given two more degrees of Masonry during his vacation period, after which he will report to Mr. Willey's office in Chicago and work out of there as traveling time inspector.

C. L. Post, agent at Blakesburg, Iowa, also district lecturer for the Blue Lodge, spent some time in Bonaparte, Iowa, holding a school of instructions.

Train Timekeeper Ivar Carlson was initiated into the Masonic order by taking his Entered Apprentice degree on Saturday, March 8.

Dispatcher R. O. Clapp made his first call on his new great-grandson, Robert Sylvester O'Gar of Minneapolis, during the early part of March. Mr. Clapp claims he is a fine boy and recognized his great-grandfather at first sight.

On March 3, W. A. Moberly and his gang, started the laying of 27 miles of steel on the East Sub-Division, the extra gang camp being located at Washington, Iowa.

Why does the chief dispatcher seem to show a great preference for Washington, Iowa?

Arthur Anderson, instrumentman in the local division engineer's office, announced the arrival of a daughter, Rose Suzanne in his home recently.

E. D. Kennedy, agent at Moravia was off several days on account of his son being taken to Ottumwa for an operation on his ear. We understand his son is improving nicely.

Conductor Buck Floyd has resumed his duties on the Marion Line passenger train after an absence of several months, due to illness.

I. K. Carey has been assigned as agent at Elmira. Will take up his duties on March 10.

F. A. Roberts has been given the position of agent at Gault and on March 12 he will assume the duties of this agency.

Miss Bell, sister of Agent W. C. Bell, at Washington, died of pneumonia at her home. Funeral services were held at Marion, Iowa, on March 10. Miss Bell is survived by her mother and her brother.

Drafts from the Drafting Room C. M. O.

AL SCHIELKE, Fred Gregory and Otto Wustrack engage in a game of Sheephead during the lunch hour and from the hot arguments that follow, it has been suggested to furnish each one of them with a pair of boxing gloves so they won't do any damage to each other.

Mr. J. Marshall, general foreman of foundry, and his wife, have returned from a three weeks' trip to the coast. They left on the Milwaukee as far as Seattle, from there over the Southern Pacific to Salinas Valley. They also visited San Francisco and Sacramento. At Sacramento Mr. Marshall visited the Southern Pacific Railway foundry and found it very interesting. From there they finally landed in Hollywood. He tried to crash the gates there, but the gateman told him they didn't need a double for John Gilbert at present.

If you intend to join the Navy, Roy Juell will do your tattooing for you. Looks like he has a couple of customers already.

Mr. L. A. McAllister, special apprentice, has come to stay with us for a couple of months. He is finishing his course here, then he will be assigned to some other point on the road.

Leonard's new chariot has arrived and it has all the latest trimmings, including a mumble scat. We are warning you Leonard, better put a lock on all the portable accessories if you want them to stay on the car. Past experience has prompted us to do this.

George A. Luebke's material inspectors gave Baldy Grassl's chemists a bowling lesson by approximately 300 pins. The scores for the three games were as follows: Baldy Grassl 412, Karl Wegner 284, Wild Bill Kilimann 428, Cannonball Broderick 441, Al Jung 571, Edward O'Brien 333, Jos Hurst 402, George Schwartzmiller 496, Arthur Steltz 503, Walter Marshall 397, George Luebke 403. Baldy sure was off form but came through in real style in the last game, getting 172, which he claims is his aver-

age. He blames his low score in the second game due to shoveling snow in Fussville, where they were caught in high snow banks, Sunday, February 9th. While O'Brien was winding up for a strike he let the ball drop on Baldy's foot causing him to throw a poodle. Karl Wegner missed his Heidelbergs and counted for the low game of the evening, being 77. Karl, the boys suggest you bowl O'Brien for the cellar championship. George Luebke seemed to bowl a great deal better when the gallery was with him. Cannonball Broderick must have been thinking of Lorraine when he bowled that huge total of 104. He claims this is her average. Bill Kilimann was hooking them wide but bowled consistent. O'Brien suggests that shorter alleys be installed. He seems to have too much trouble keeping the ball out of the gutter. Walter Marshall lost his match game with George Luebke by six pins. Better luck next time, Walter. George Schwartzmiller's speed ball punched him many a hole during the evening. Arthur Steltz and Al Jung were the only ones that hit the 500 mark. Jos Hurst, lead off man for G. A. L., had his ball in reverse most of the time. Well, boys, we hope you do better next time.

The entire Test Department extends hearty congratulations to Mr. and Mrs. Emil Wegner who are the proud parents of a baby boy. Thanks for the smokes, Emil.

No! No! Archibald, that isn't a picket fence in front of Ray Petrie, it's only his stock of pencils and pens in his vest pocket.

One would think summer was officially here, judging by the successful auto tours taken by all the car owners. Evidently they didn't take much stock in the ground hog theory.

Ty Cannon is going to leave us, having accepted Dick Campbell's position as general inspector for the Car Department. We sure are going to miss you, Ty, but wish you success in your new undertaking.

It's a sure sign that spring has come when you hear the arguments about who owns the best car. Leonard and McAllister support the Chevies, Chandler and Kuntz manfully support the Fords and Gus Koester the Auburns. (Gus seems to have more expensive ideals.) Magnus doesn't say a word for the Dodges; he believes they can speak for themselves. By the way you can't hear that tinkle in Chandler's Packard any more. It must be because he took on some new passengers.

The chicken business proving not so good, Einar is at present without a hobby. Can anybody suggest a good, harmless, inexpensive summer diversion for him. He **MUST** have home work to do.

Our congenial friend from the Corn Crib of Iowa, Jack Richardson, is getting restless as spring and corn planting time draws near. It is reported that he has caught a mouse and is daily comparing its ears to the leaves on the neighboring oak trees.

If anyone knows of a good, cheap lawyer, who would like to take a case, please notify L. A. McAllister. He would like some salvage on the remains of his Chevy which was so cruelly catapulted across the street by some careless driver, as it seems the insurance company doesn't think much of the idea.

Ruth Forrest and her sister spent the week end in Chicago. They visited the University of Chicago and also a private school and enjoyed it very much. Ruth says the trip didn't cost her a cent, now we all know what a good spend-thrift she is.

John Marshall, of the Pattern Department, is in Misericordia Hospital, recuperating from an operation and doing as well as can be expected. All the boys are hoping for a speedy recovery as they want him on the job when fishing season opens.

The second match game between George Luebke's Material Inspectors and Baldy Grassl's Chemists was a hard fought contest, George's crew winning by a total of 125 pins. Baldy had a big time over Washington's birthday in Marinette, and blamed his weak arm for the low bowling scores 146, 104 and 122. George Luebke had high scores of the evening, getting totals of 226 and 234. How about a match game. Brother Bill? We are all plugging for George. O'Brien fished himself a total of 104, 86 and 110 pins. Bill Kilimann shot consistent getting an average of 150. Baldy promises to bowl his weight in the next contest.

The third match game proved to be a repetition of the first two; George's inspectors winning by a total of 148 pins. We suggest Baldy's team hold a secret practice before the next match game. Ed Broderick did the Swan dive after delivering the first ball, but he recovered and finished up in great style. O'Brien had a good night, getting games of 161, 148 and 139. This is rather unusual for O'Brien, as he claimed he did not bowl for about three years.

Hot Shots from the West T. M. Branding Iron

Helen Kirwan



Helen Kirwan

practically ideal here—balmy breezes and all.

More signs of spring—Art Hamre trying out three or four cars per day. Latest is that he has purchased a Chandler coupe to relieve Duncan Ritchie, who runs a free taxi to Main Street every day, and even though folks say things you get for nothing you don't appreciate—this isn't true of the rides we get from Dunc. Now all together: "Three cheers for the Fresh Air Taxi."

And we have a lot of shop talk:

It is said that Jake Newmiller, Baker Tractor man, was gallivanting around at the roller skating rink, showing the natives how to stay right side up with care—and now he stays home nights and nurses a sprained ankle and calls for his slippers instead of the skates.

Shops don't pay much attention to the ground hog sign. Whenever they see Jim Brady out on the transfer table with a paint brush in his hand—they know "sprig is cub."

Our old friend, Nick Kelly, passed away recently and will be sorely missed in his daily haunts around the shops.

Frank "Baldy" Smith is busy unwinding his fishing tackle and his best fish yarns preparatory to an early start this spring.

Erecting Foreman James Maguire has had one eye on the sky all month. He ran out of feed and put his sheep out to pasture. He has surely been worried, but they have pulled through in fine shape. He said the flock stood it fine—he has three old sheep and two lambs.

Appearances may be misleading, but seeing Joe Feeley and Fred Reynolds together so much of late—there's either the fate of a nation hanging in the balance, another toboggan

in the stock market, or something equally as important.

James Laughlin, locomotive hostler at the roundhouse, was visiting on the coast for a short time. Went to the beach and forgot his glasses. Almost as bad as going out to dinner and forgetting your false teeth. He didn't hear any whistle anyhow, so he didn't go anywhere for lunch.

Mr. and Mrs. Willard Fairchild are the proud parents of a cunning little daughter who has been named Nancy Ann. Congratulations, folks.

And we also learned today as we go to press that Bill Norton as a proud father of a new little daughter. More congratulations.

Mrs. Will Kelly visited friends in Lewistown recently, attending a luncheon given by former Miles City friends who now reside in Lewistown, among them Mrs. Phil Leahy, Mrs. Carl Swaine and Mrs. Will Cullen. I sent them my best regards and hope Mrs. K. delivered them.

Check and double check. Shorty Rogers made a special trip down to the office to thank me for the publicity he is receiving free of charge and to notify all concerned that his car has been permanently removed from the hospital—parking space—until further notice.

Margaret Gilbert is steno in the Engineering Department at this writing—we "fly by night" from one position to another here lately with all this bumping—she is the only one that got bumped clear out of the main office. Braney Hubbard is clerk to the dispatcher at present, while James Brady came into the main office on Bob Burns' desk and the latter succeeded Margaret Gilbert in the Store Department.

Dolores Wagner is taking a leave of absence. She expects to visit her sister, Isabel, in Seattle before returning to work.

Former B. & B. Foreman Juvik has undergone several serious operations in the Miles City Hospital recently and at this writing we are pleased to report that he is getting along nicely.

A serious accident occurred February 24 at Roundup Quarry, when Nels Theusen and Harry Young were crushed to death by falling rock, and Frank Lee, representative of the Sullivan Machine Company of Spokane, was seriously injured. The men were at work in the quarry fixing some machinery when, without warning, huge rocks crushed down the face of the quarry upon them. Nels Theusen, a B. & B. carpenter, has been in the service since 1917 and during that time made a host of friends, who were sad indeed to learn of the fatality. Harry Young was a laborer who lived at Roundup and had not been in the service of the company a very long time. Frank Lee is recovering in the Roundup Hospital.

Haven't heard a word about Chuster Greer oiling up his fishing tackle, but I bet he is recounting the fish tales and tails of last season's efforts. I can swear that he caught at least part of those he's told about because I ate two of them at least.

Harold Fuller has had his share of space, but we do want to add that he has his leg out of the cast and expects to throw his crutches at the first person who crosses his path and needs them very shortly.

Dave Haggerty would kick if he was being hung—he doesn't like being referred to with such questionable words as "idle" or "rich"—we thought anyone who got as much space devoted to them would be flattered regardless of what was said.

Gust Leonard, section foreman, returned to work on the division after a six months' leave.

Ed Masterson and family have moved to Mobridge temporarily, as Mr. Masterson is working out of that division point.

Des Moines Division Items

Frenchy

ROADMASTER T. F. HYSON and Section Foremen A. D. Kemp and Nels Young attended the Railroad Electrical Show in Chicago on March 12.

W. H. Roach has been appointed agent at Clive, succeeding P. L. Calhoun.

"Ole" Olson attended a bowling tournament at Boone during March. He has been so quiet about the affair we are surmising the outcome was not to his liking.

Mrs. R. P. Edson has been with her daughter, Mrs. Chambers, in Mason City, for about six weeks. Mrs. Chambers has been very ill for some time and is not so very much improved at the present time. Mr. Edson's many friends are hoping to hear better news soon regarding her condition.

A Safety First meeting was held at Rockwell City on March 12 and was exceedingly well attended. If our attendance at these meetings increases very much we will have to either secure a larger room or build an addition to the room now used. It is surely gratifying to see how much interest is being taken in these meetings lately. Let the good work go on.

From the Cross Roads of the World

Roberta Bair

WELL, well, well and well. They say that spring and business are just around the corner and we are patiently waiting for both.

Freddie Mancourt, our sheik chief timekeeper who has been running the fresh air taxi cab company, has a new red-headed mama. He secured the first date through a letter to lonely hearts. He says it is love at first sight. Freddie lost his teeth the first date with her but recovered them in the tool box.

Lost, strayed or stolen, one deck of cards from Edgar Hollis' desk on or about March 11, 1930.

Marie Miller, stenographer to Chief Clerk F. G. Pearce, is supposed to be the next in line in matrimony.

Little Tim Colwell is leading the pack in bowling, boasting of an average of 187. Not

so bad, Tim—you should be good when you grow up.

Since the arrival of spring H. A. Smith is expected to resume his duties as mayor of Mount Olive.

Raleigh Cole, clerk to Roadmaster A. Reedy, took an afternoon off this week and planted his spring vegetables.

Wonder—If Maric Tuemler hasn't speeded up quite a bit since the purchase of a six-cylinder automobile?

If Christine Hammond isn't in great demand?

Chief File Clerk Knuckey has assumed the duties of engineer on the mimeograph machine as well as distributor of mail, earning the new title of "Martha" which he seems to be quite pleased with. At least Marth seems to be attracting quite a little attention from several directions.

E. Hollis, Chief Clerk in Traffic Department office, wishes to thank the office employees for the beautiful flowers sent to Mrs. Hollis during her confinement in Union Hospital due to an appendicitis operation.

W. W. Bates, traveling engineer, otherwise known as "Casey Jones," has been riding the Latta turn around lately.

A very instructive and interesting Safety First meeting was held at Memorial Hall, 219 Ohio Street, Terre Haute, on the evening of March 17th. Lieut. Huffman of the Police Department, was the speaker of the evening, and the climax of the affair was refreshments served by the Women's Club.

Assistant Division Engineer A. L. Burt and Chief Carpenter V. E. Engman attended the Railway Show in Chicago during the 2nd week in March.

West Clinton

Claim prevention meetings were resumed here during February and M. H. McCandless, agent, acted as chairman. Much stress was placed upon wrong numbers and each employee was urged to keep on the lookout for incorrect car numbers. Several other suggestions were discussed and it is expected that the next meeting will be even more interesting and beneficial than this one.

L. C. Emerson, roundhouse foreman, was on the sick list the latter part of February and we missed him during his absence.

Conductor Jay Kindred is working at Bedford. He originally came from there, so he is right at home again.

Jack Hornbeck has moved 'way out on a farm. What are you trying to do, Jack, getting away from the railroad?

Ray Sims has been quite sick for several weeks and we will be glad to see him back at West Clinton in the near future.

Frank Newkirk of Terre Haute, is now up here working on the 7:00 A. M. lead job.

Joe Wright was off from work March 9th and as it was Sunday, he went out for dinner. Now we know you are Scotch, Joe.

Homer "Peck" Wallace is another to be off duty on account of sickness the first part of March.

Charlie Fox intends to go into the farming business right—or at least it looks that way, for he has even bought a cow. We will be over for dinner one of these days, Charley!

Claude Silkwood is covering the county these days preparing for the primary, as he has announced himself as candidate for representative of the county. It won't be long now, Silky.

Roy Emerson should be pleased this month as he got a whole package of Milwaukee Magazines this time.

G. F. Lundwall says he sure likes this nice weather, but it is too early to think about that vacation as yet.

Understand Guy Kelley is going to move out on a farm for the summer. We will be out to help you put up hay, G. K.

Iowa (Middle and West) Division

Ruby Eckman

SUNDAY morning, March 2, at the home of the groom's mother in Perry, occurred the marriage of James Cross of Perry and Della Treloar of Pilot Mound. James is employed by the Milwaukee on the freight transfer platform force at Perry. They went to housekeeping at once.

Conductor Delbert Baldwin was called to Denver the forepart of March on account of the sickness of his wife. Mrs. Baldwin was sick with pneumonia for several weeks in the early part of the winter and went to Denver to stay with her mother when she was able to travel. Her condition has not been good for some time.

Car Foreman Charles Trask and wife took their son Recal to Colorado the forepart of March on account of his health.

Engineer Seymore Brown's wife went to Seattle, Wash., the forepart of March to spend some time.

Wm. Uptegrove, agent at Panama, laid off the first of March for two months and with Mrs. Uptegrove made a trip through the West. Their route took them as far south as San Diego, Calif. Stops were made en route and at the Grand Canyon on their return trip. Relief Agent C. W. Ramsey was in charge of the station during their absence.

Engineer Fred Osborne, whose sideline is bees, went to Kansas City in February and for the fourth consecutive year came home with first prize for his display of honey. Fred has land adjacent to the Milwaukee east of Perry for his bees and has been very successful with them. On his way home he disposed of five thousand pounds of honey to a Des Moines jobber as the result of his display at Kansas City. He recently designed an attractive glassine cover for his pound cakes, which insures them being delivered to the customer clean.

Engineer W. H. Young rounded out fifty years of service with the Milwaukee on March

It is important that all refuse be removed from refrigerator equipment at time of unloading. Winter freezing and summer decay each contribute greatly to delay and lost motion, increasing the hazard of spoilage once a car is contaminated with an odor. The floor racks of our cars are hinged and can easily be raised from floor to facilitate cleaning. Receivers of freight can and will co-operate if matter is brought to their attention.

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

1 and now wears one of the gold buttons provided by the Veteran Employees' Association as a badge of such service.

Ray Elliott, a Madrid resident, probably owes his life to Operator Claude Conklin of Madrid station. He was around the depot just before one of the night passenger trains, and had remarked about getting out of town. When Conklin did not see him after the train had departed, he notified the operator at Slater and the train was stopped there and the man who had climbed on the side of the train was removed. The night was cold and it is doubtful if he would have been able to hang on very long and as the train makes no stops for about 65 miles, he would have had no chance to get off.

Brakeman George Hanner of the C. and M. Division, brought his family to Perry the latter part of February to visit his folks. Friends of Engineer F. L. Hanner will be glad to know he is slowly improving from his long illness.

Joseph C. Allen, one of the Dawson, Iowa, section force, was married in Perry February 26 to Miss Fern Walker of Dawson. They will make their home in Dawson.

Miss Alice Peelstrom, clerk in the office of the agent at Madrid, has been confined to her home for several weeks. She fell in the office at Madrid in February and broke her knee cap. She was taken to a Des Moines hospital where the injured member was wired and after being removed to her home it was necessary for her to remain in bed for several weeks.

Ralph Shaw, an engineer on the Iowa Division who has been firing passenger on the West Division for some time, discovered a broken rail on the Wabash tracks just east of the Union Pacific Transfer the forepart of March. Ralph notified the engine crew of an outgoing Wabash passenger train just as they were leaving the Omaha passenger station and they used care in going over the track to avoid trouble.

The depot at Astor, a closed station on the Western Division just west of Manilla, burned February 15. Fire evidently was started by sparks from a passing locomotive.

Brakeman Scott Clark and wife are the parents of a new son, born to them on February 16.

Seattle General Offices

"The Cub"

WALLITNER RETURNS!

(In two parts)

Part I

EXIT Ray Wallitner through side door of Bachelors' Club muttering to himself. Stablein on knees, pleading, falls on floor, prostrated.

Part II

Enter Ray Wallitner, blushing bride on arm amidst shower of rice, shoes and assorted tinware. Receives dishonorable discharge from Bachelors' Association. Curtain.

Quick, Watson. What do you make of this? Grace Gale, of the Purchasing Department, wearing a sparkler?

John O'Meara has resumed his duties apparently fully recovered from his serious accident of New Year's Day.

Mrs. C. O. Hatfield of Mr. Beeuwkes' office is credited with two round trip tickets to New York City, purchased by George A. Bartell, prominent Seattle chain drug store owner, and daughter.

F. E. Berg, checker at our Ocean Dock, also comes in for a lot of praise from the Passenger Department for giving them many red hot tips which almost always result in a sale. Nice work, Mr. Berg, and much appreciated.

Manifest clerk reports car of hemp enroute

to Joliet State Prison. Must be planning on some necktie parties down that way, or perhaps they have succeeded in rounding up some Magazine correspondents.

Logging in this section is getting well under way again and sawmills resuming operations after the protracted cold spell. The lumber and shingle market is reported steady, giving us a real optimistic outlook for the coming spring and summer.

We have just received word of the creation of a publicity department for the West End with headquarters in Seattle, and the appointment of Lon Cook as publicity agent. Mr. Cook is quite well known as a writer and newspaper reporter around Seattle and has been active in producing some fine publicity work for our railroad during the past.

Night Chief Operator, Mr. Chapin, has just returned from a two weeks' trip spent in looking over some of his property in British Columbia.

Chief Operator O. O. Mercer is spending a short vacation in California.

We now come to a very touchy subject. Something we hate to do, but we must report that Esther Schwind has just had her first tooth pulled. A wisdom. Now at that rate let X equal her present age. How old will she be before she will have a full set of store teeth? Just a simple little algebra will solve this but we are not going to give any figures at this time.

SAD STORY

H. R. Keller, transportation department, went over to see Dr. Allen a few days ago puffing nonchalantly on one of his favorite weeds, special Havana Cabbago. Doc got a couple of whiffs, called the fire department and prescribed a diet of cigarettes in short order.

Miss Grace Cummings has been promoted to the position held by Mr. Taylor, recently deceased. Mrs. Herron takes her position, and Ethel Lee takes Mrs. Herron's. Helen Walsh filled the position vacated by Miss Lee, etc., etc. This has got to stop somewhere. We understand the janitor will continue his present duties, not being affected by the changes.

Illinois Division

M. J. S.

WATCH TICKS FROM ELGIN

THE pet rats of our freight house foreman have disappeared. This is due to the fact that he has served the poor animals with wrong kind of lunch. (RAT POISON.) Success at LAST.

Dollar day is quite an event in Elgin. One of the freight house men was fortunate enough to get a beautiful pair of shoes for ninety-five cents. The only fault one could find with them, they were both for the same foot, 1 No. 9 and the other No. 8.

Friends of Fred Wheeler regret to hear the death of his son, who passed away in Pasadena, Calif., March 4th.

Sure sign of spring. "Old" Bill Salisbury has resumed work on the day pusher, after a long rest of several months, and he's looking like a SPRING CHICKEN. Nuf sed.

Engineer John Burton has returned from Florida and reports having a good time. He's back on the night pusher.

R. Y. Shedden has returned from an extended trip to the coast. Bob said he had a pleasant time, and has resumed work.

Conductor M. C. Simons is still at the Sherman Hospital. His condition remains about the same. We are hoping with the warmer weather coming on he will be with us again.

Black eyes seems to be in style around the Elgin station. In our last issue we mentioned about Jack Echolm displaying a black eye. This time it's the NOTORIOUS Donald

Easter Sunday, April 20

Meet it with a smile and a new suit

New spring and summer clothes at rock bottom prices

Suits of Imported English Worsteds (Ready-to-wear. Our own make) \$40.00

Made-to-measure clothes, of finest fabrics, \$50.00 up. (Made in our own shop)

EST. JOSEPH RAHN 1904

UNION STATION CHICAGO

'PHONE RANDOLPH 7879

MAIN FLOOR SHOP, JACKSON BLVD. Elevator Lobby

Service Shop—Room 386 Suits pressed, 50c

Watches, Jewelry and Diamonds

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

Let us show you our fine line of railroad watches, all guaranteed to pass inspection.

Easy terms to railroad employees

CHAS. H. BERN

Est. 1896

Main Floor, Adams St. Elevator Lobby

Union Station, Chicago

Phone Dearborn 0591

Watch Inspector for C. M. St. P. & P. R.R.

Von Platen-Fox Co.

Manufacturers and Distributors of

LUMBER AND FUEL PRODUCTS

Capacity 40,000,000 Feet

Mills at Iron Mountain, Michigan

Chicago Office

1412 Straus Bldg., Tel. Harrison 8931

17 17



("Scotty") Ikert, trucker, came to work one day with a beautiful blinker. We have been unable to learn how the discolored eye came about. But we sure would like to see the other guy. Gee! but you sure did look tough, "Scotty."

Deepest sympathy is extended to the family and relatives of Edward Wall, who passed away at Elgin, March 7th. Engineer Edward Wall, 73 years old, was a resident of Elgin for 60 years. He retired from the Milwaukee Railroad five years ago, after nearly 50 years of continuous service. He had been in failing health for several years, following injuries in a railway accident.

Born in McHenry, Illinois, January 29, 1857, Mr. Wall moved to Elgin with his parents in 1870 and had resided in this city continuously for the past 60 years. He was the last survivor of the James and Johanna Wall family. Mr. Wall is survived by his wife, Mary Wall, and a daughter, Helen Andresen Wall, eight nephews and five nieces.

"Be careful what you do, or you may be black and blue." Safety First.

SPAULDING NEWS

Operator Emil Henlien is still on the sick list. His place is filled by Operator J. W. Miller, who replaced Carol.

Mrs. Anna Overcash, wife of Operator I. B. Overcash, attended a funeral of an aunt at Vale, Iowa, and upon her return she spent a few days with her folks at Hampshire, Illinois. Mr. Overcash known as Cash, says if this keeps up, he will have to look for a new cook.

S. R. Baker, agent at Spaulding, visited the 1930 Auto Show at Chicago. Look out, Sam, the new buggies look tempting.

Jim Service, car inspector at Spaulding, moved to town, he bought the old rural school house. Jim got sick using an umbrella, so he put a new roof on the house.

The Car Department at Spaulding has had no accident for two years, hurrah for C. J. Struve and his gang.

Today, Tomorrow and EVERY DAY—SAFETY FIRST.

TRI-CITY TERMINAL NEWS

Our prayer for the day.

"O Lord help me keep my nose out of other peoples' business."

Machinist Helper J. A. VanFossen upon going home March 4th, was greeted with a "small-pox" sign on the house. Quite a reception for Van, who was all set for his evening meal.

You haven't read any news from Nahant yards for a long time? Well, that doesn't mean they are asleep on the job, for we have a live wire yardmaster who is right on the job every minute. He is fair and square with everyone, and is a good co-worker with the rest of the gang. In case you have not met him, this will introduce Mr. Heine Louisfield. We will expect some news items for next month, Heine.

Engineer E. A. Johnson spent the past two months in California. He should have stayed in Davenport as we had California weather here.

We understand Heinie Louisfield is sporting a new Dodge car, also Ice House Foreman Buckingham has invested in a new Chevrolet.

They say that in spring, a young man's fancy turns to love. It must be true, for wedding bells were ringing for Machinist Helper Louis Waits last week. Be careful, Louie, they say it is hard to keep up a car and also a wife.

Cross crossings cautiously—Safety First.

"SCRAPS" S. L. TRACK DEPT.

Station Agent Adams, Thomson, had a fire scare. Furnace draft not shut off. Ask Bill, he knows, he called the fire department.

Operator Jack Lawbaugh, who has been on third trick at Ebner, for the past three months, left to take up duties at Kirtledge. All hate to

see Jack go as he is a good scout. Operator Radcliffe, of Davis, has taken Mr. Lawbaugh's place at Ebner.

Regret that there has been considerable sickness of late in the family of Treating Plant Foreman Justis Prince, at Ebner.

Mrs. O. F. Mudd, wife of Section Foreman Mudd, while driving home from a relative's funeral, had the misfortune to have her car upset. Mrs. Mudd suffered a fracture of the collar bone and serious bruises. She was taken to a hospital at Peru, Illinois, and the last word received by Thomson friends was to the effect that she was recovering satisfactorily.

The two-months-old infant son of Section Foreman Geo. Williams, died February 15th, and was buried from the grandparent's home at Thomson, Illinois. Deepest sympathy is extended.

"Help keep the Safety First sheet clear."

A BRIEF SKETCH OF ONE OF THE MEN WHO RULE THE DIVISION

W. J. Hughes, Master Mechanic, Headquarters at Beloit.

"BILL" as he is called by his loyal following, traces his railroad lineage back three generations. His father, grandfather and great-grandfather were all railroad men, and "Milwaukee" employees. Hughes' great-grandfather helped build the line from Milwaukee to Waukesha. We can truly say that railroad blood runs through "Bills" veins. W. J. Hughes started his career in 1892 at Milbank, S. D., as messenger and call boy under Chief Dispatcher W. B. Foster. In 1897 he entered train service and stayed in that work until 1899, when he went to work in the Montevideo roundhouse as machinist helper and boilermaker under Foreman "Bob" Eddington. In 1900 he went on the road firing, and in 1903 was promoted to engineer. He stayed at this until 1917, when he received the appointment of traveling engineer on the I. & D. Division. In 1920 he received the promotion of master mechanic of the Racine and South Western Division, with headquarters at Beloit. "Bill" has a very successful record at Beloit, and his many friends wish him further recognition of his ability.

Interesting statement increase in cars handled Savanna Yard in nine years:

Year	Cars	Trains	Increase Cars
1920	764,407	16,997	
1921	784,450	26,732	20,043
1922	857,659	31,686	73,209
1923	998,858	34,716	141,199
1924	972,961	31,407	*26,029
1925	989,429	31,686	16,468
1926	1,022,375	31,983	32,946
1927	1,091,655	33,307	69,280
1928	1,135,090	33,124	43,435
1929	1,187,312	33,146	52,222

Increase, 422,905 cars in nine years.

*Decrease.

Davenport Gossip

Where the Tall Corn Grows

ENGINEER ERNIE JOHNSON and wife left for California last month to spend six weeks there and getting away from the cold weather. Sorry, Ernie, but since you left we have had nothing but California weather here.

Mr. Thurber, Mr. Blossingham and Mr. Muller were down last month to attend the Safety First and Claim Prevention meeting which was held at the freight house. It was very well attended, and some of the boys gave some mighty fine suggestions.

J. A. Buxler, night foreman at Davenport for the past ten years, has taken the 5:00 A. M. transfer job. We suppose he is wearing colored glasses so the sun doesn't bother him.

THE BINKLEY COAL COMPANY

are Miners and Distributors of the Best Grade Coals for All Purposes

AND

WRITE US FOR PRICES

Burnham Bldg.

CHICAGO

George Welch, switchman at Davenport, has been running up to Savanna quite a bit lately, for what reason we don't know.

A traffic meeting was held at the Union Station February 11th. All of the agents in the Tri-Cities were there and Mr. Thurber was chairman at the meeting. Sing a song of Safety First if happiness you'd find.

Twin City Terminals

Mac

SEVERAL engineer and instrument men from the district office attended the Railway Appliance Show at Chicago, and as is usual with small town boys, brought back a collection of souvenirs from the show. Each one of them contributed to the purchase of the work of art for those who did not attend. This did not come from the Appliance Show. We judge it came from some cabaret or burlesque house.

At this writing Prescott is coming home in a freight car with the bunch of junk that he succeeded in talking the dealers out of.

Miss Emma Faldet, Miss Lytrice Hall, Larry Palmquist, "Sophie" Dahl, Ray Warner and Francis Barland, Engineering Department, spent Washington's birthday taking in the sights at Chicago.

Mr. John Linner, dispatcher's office, is a very proud father of a baby boy, born Washington's birthday.

Mr. Earl Rummel, of the U. R. T. Railway, was celebrating the event of a baby daughter by passing cigars around the local freight office. Why not candy for the girls, we like "Baby" girls, too?

Charley Beckstrom, foreman out freight, was run down by a truck while crossing Washington Avenue on February 18th. He suffered a broken leg. At this writing he is home and improving rapidly. We hope to see him back on the job in the near future with no ill effects from the accident.

Genevieve Blomquist worked a week as a sub for Almeda Gerber of the Accounting Department who went west on her vacation, taking in Butte, Los Angeles, and other points south and west, not to mention Salt Lake City. Meet any cowboys on the trip, Almeda?

C. Holmgren, H. Gray, R. Noot, J. Ritter, E. Rachner, E. Peterson and A. Schwabby, represented the office in the Milwaukee Bowling Tournament at Kansas City on February 22 and 23.

J. Ritter had a good average but the rest of the outfit must have been bowling up hill or something.

Rachner, our anchor, was dragging with a big 386 count, Toney Schwabby had seven straight strikes, but he wasn't bowling at the time, he was lighting his pipe.

Henry Gray and A. Schwab were teamed up in an upper berth and Anthony said it was the first time he ever slept with a bear.

Gordon Gray smoked the most cigars on the trip, but he ought to, since he gets more of them for his money than most people.

Harry Nee was unable to accompany the team this time on account of different arrangements, which accounts for the team not coming out on top.

"High Point" Holmgren ate Post Toasties with every meal while Pete and Rachner put away the most coffee and doughnuts.

Robert "Frisby" Noot, the trip manager, spent all his time hunting restaurants with the southern girls serving the coffee. While Toney Schwab was showing the rest of the boys how to eat ice cream with three spoons. They admit it—"The world's greatest lovers"—Johnny Carlson and Toney Schwab.

A. F. Alesandria, W. J. Waterbury and E. D. Barton, of the Signal Department, attended the Railway Appliance Show at Chicago.

Ole M. Haug, Cooper at Twin City Transfer, who has been ailing for some considerable time, recently underwent an operation and is now confined to the Fairview Hospital. The entire Twin City Transfer organization share in their wishes for his speedy recovery.

"Cy" Annis, stower at Twin City Transfer, is sporting a new Ford roadster.

Beveridge Brewster, son of G. A. Brewster, Twin City Transfer, who visited here during the holidays, has returned to Japan, taking with him his mother and sister.

We have discovered we have a boxer in our midst. According to the Morning Tribune, Earl Duchane, night messenger at Twin City Transfer, won a fight by a knockout in the third round. He may be small, but, oh, what a sock!!

Rate Clerk Bob Connor, Twin City Transfer, is still trying to find out who sent him the "beautiful" Valentine. Hope you succeed, Bob.

Bill Clerk Ray McNally, Twin City Transfer, recently had to lay off on account of injury sustained to his ankle while dancing. Better give up the dancing lessons, Ray, and continue with the vocal lessons.

S. C. & D. Division Items

J. Glenn Kasak

THE radio on trains 11 and 22, The Sioux, is becoming more popular each day by Sioux Falls residents arriving from the east. The other day Mr. and Mrs. Geo. Tuthill received a dedication from Station KSOO, Sioux Falls, just after they had finished breakfast. They, of course, were very well pleased.

A traveling salesman who had never used our line was informed of the radio and other features of our service to Chicago, now is a strong booster for the Milwaukee.

Mr. Chan Heath and wife recently returned from California and traveled via the Milwaukee from Seattle, and is now, more than ever, a booster for the Milwaukee.

Mrs. Lambert and baby, wife of Operator "Curly" Lambert of Calmar, Iowa, arrived on The Sioux, March 6th, to visit her parents in Sioux Falls. Curly will follow in a few days.

The Women's Club, Sioux Falls, have a new sign on their club house and it is getting due recognition from the passing public.

All employees were grieved to learn of the death of J. R. Rollins, agent at Dell Rapids, on March 12th. Mr. Rollins was taken to the hospital on March 7th for an operation for appendicitis. John has been in the service for many years.

The many friends of Conductor A. E. Bryan will be sorry to learn of the amputation of his right foot, the result of complications incident to diabetes. Conductor Bryan is recovering from the operation at his winter home in Santa Monica, Calif.

Switchman E. E. Lyons, died at his home in Sioux City, Sunday, March 9th, 1930, after a lingering illness. Mr. Lyons entered the service in 1912, but had not worked for some years, owing to his illness.

Mrs. L. E. Hayward, wife of Engineer Leonard Hayward, passed away in a hospital at Kansas City, on March 11th.

Miss Alice Butcher, of Agent Snow's staff, at the freight house, has assumed the duties formerly performed by Miss Edna Anderson, in Superintendent Buechler's office. Miss Anderson has accepted a new position, that of housekeeper for her brand new husband, Mr. M. E. Lothrop.

Henry Marquardt, division accountant, has returned to work after an operation at a Sioux City hospital.

Cash for Spare Time

Hundreds of railroad men are taking up this interesting way of using their spare time—

And here's news from our side—we like to do business with railroad men because they are a cautious—thoughtful—hard-working bunch.

Mr. Station Agent sits down at his typewriter and here is a typical letter—"W. C. & E. Co., Racine, Wis. Rush express another Radiodyne 25-629—check enclosed. All sets giving perfect satisfaction. R. G. Davis, Agent."



Home of Radiodyne
Just opposite the Milwaukee Road Freight Depot



Radiodyne
25-629

Your territory may still be open. Write, wire—or better still—come on in and pay us a visit here at our plant. We're ready now, how about you?

Western Coil & Elect. Co.
Terminal Bldg.
RACINE, WIS.

It is reported that Harold Reiff, chief clerk in the storekeeper's office at Sioux City, has purchased a new Cadillac coupe.

Mr. H. S. Rowland, traveling engineer, has just returned from a thirty-day trip to the south, including Cuba. Wonder why these birds can't take a vacation any more without going to either Canada or Cuba. We understand on good authority that Paul Muller, R. H. F. at Sioux City, has recommended that the railroad run a branch line to Cuba and put him in charge of the roundhouse. Ain't nature grand? Hic!

Willard Foster, of Rodney, Iowa, has been appointed assistant foreman at East Yards, Sioux City, viz George Johnson, transferred to other duties.

Otto Kittler, section foreman at Mapleton, Iowa, has taken a two weeks' leave of absence and is getting acquainted with new relatives in Terre Haute, Ind. You all know that Otto was married about six months ago.

A. O. Gunnerson is acting as section foreman during Mr. Kittler's absence.

Here's your chance to gamble. Yardmaster Bankson, Sioux Falls, has a shiny five dollar gold piece that says the Sioux Falls Yard Crews, consisting of five shifts, will finish 1930 without a reportable accident. If you don't think it can be done just send in your check for five dollars.

Miss Ethel Jacobs, assistant cashier, Sioux Falls freight house, had the misfortune to fall on the ice the morning of February 18, and sustained a compound fracture of the ankle. Miss Jacobs will be absent from the office for some time. Miss Eleanor Griffiths is substituting in the cage.

Miss Maybelle Stivers is substituting on the bill desk formerly held by Miss Griffiths. Miss Stivers is the daughter of our agent at Colton.

1930 vacation periods already coming up with Vivian Murphy leaving on a trip to Cuba. She will be accompanied by her brother, Roadmaster J. M. Murphy.

Conductor Gamel has joined the ranks of the passenger skippers.

It is a fact now that Hans J. Hanson, pumper at Vermillion, is a single man, but it is also a fact that he has made frequent trips to Beloit, Wis. Hans is making another trip sometime after March 18th for five days. Our guess is that Hans will bring a Mrs. home? Time will tell.

Agent Farnsworth and Mayor of Chatsworth, has built a nice new home for himself. Ed thinks the town needs new buildings and so he set the pace.

What do you know about Vivian Murphy dashing off to foreign countries? Picture in the Sioux Falls and Sioux City papers, too. Hollywood will be next we suppose.

Claim prevention is certainly getting its share of publicity these days and Inspector Philpot is trying to be at a dozen places at once, apparently, from the way he goes around since he threw away his trusty cane.

B. & B. Carpenter Bill Hintz had the unexpected pleasure of donating about \$65.00 to a man behind a 45 caliber pistol. Bill just happened into the store at Huntimer, S. D., as it was being held up.

Messrs. H. M. Stubben, B. O. Searles and H. C. Snow represented the Milwaukee Road at the Railroad Banquet given by the Commercial Club at Hawarden, Iowa. Mr. Fred Sargent, president of the C. & N. W. Railway was the speaker of the evening. Owing to a meeting in Sioux City the same evening, Messrs. F. T. Buechler, F. R. Doud and other division officials were unable to attend.

Would like to have all golf fans, who are in favor of an inter-division tournament, get in touch with Mr. Fred Costello in the superintendent's office at Sioux City, or write to your correspondent at Sioux Falls. I am sure that a tournament of this kind would be very interesting to all employees.

Idaho Division R. C. P.

CONDUCTOR G. A. Terrien died at the St. Maries Hospital on February 1st. He was stricken with paralysis at Avery, during December, from which he did not rally.

The residence of Conductor Chas. Biggs at Malden was burned to the ground January 30th. Conductor and Mrs. Biggs had made it their home for the last twenty years.

Miss Genevieve Beal, daughter of Dispatcher F. B. Beal, started attendance at Washington State College, February 3rd.

Miss Maxine Beal, daughter of Dispatcher R. W. Beal, has been attending the University of Washington since June.

Riley and Fred are brothers, which means that Maxine and Genevieve are cousins, but

what will their relationship be when U. of W. and W. S. C. meet on the gridiron next fall?

When the Trans-continental Lines West of Chicago decided on a 59-hour passenger train schedule to the Pacific Coast last June there was doubt in the minds of some if this time could be made by some lines.

On January 21st, our No. 15, Engineer C. A. Clark, left Avery three hours and eight minutes late arrived Othello, Engineer Putnam, one hour and forty minutes late, a distance of 226 miles, and arrived Seattle on time. Severe cold weather in Montana and the Dakotas was the cause for late arrival, Avery.

Agent M. C. Helmer, Coeur D'Alene, has returned to work after a siege of illness that confined him in a Spokane Hospital for ten days.

Engineer Geo. Ruedi is confined in a Spokane Hospital with a ruptured blood vessel in his left leg.

Signal Maintainer Ed Winters, St. Joe, left for Chicago, February 14th, to which point he was called on account of his father's death.

W. G. Webster was confined to his home during the last half of January with a touch of the flu. Webster lives in St. Maries. He was relieved by Chas. Leonard.

Carl Eck, engineer, Watch Elk River, who had the misfortune to stop an air hose with his knee last year, is again bothered with it and is forced to keep same in a cast.

Agent J. R. Cook was displaced at Clarkia by C. M. Pease during January account of reduction of force.

Agent Coplen was confined to bed a few days during January with a bad case of flu, which has taken some weight off that gink.

The cold snap during January completely froze the water tanks at almost every place on the branch, the water men being called to most every tank.

Section Foreman Parker at Elk River had the misfortune to have his entire family down with sickness and an operation during January. Last reports all are doing nicely.

Second operator job abolished at Spokane February, Operator Percy going to Manito.

Work is well along on the new elevator that is being installed in the Union Passenger Station at Spokane. The lift is of the latest manual and automatic type and it is expected the work will be completed this month. The Milwaukee and Union Pacific Railroads (joint owners of the building) each have division offices on the upper floors and the elevator will fill a want long felt by the employees who have had to walk up and down the long stairways ever since the station was put into commission. Incidentally, the installation of the elevator gives the Women's Club quarters on the top floor where there has always been available space, which the absence of an elevator precluded the possibility of its use. Spokane Chapter is happy over the prospect of a club room of its own.

Apropos of the picture of Monroe Street Bridge on page 23 of the February Magazine, Station Master Gleason contributes this information: At the time this bridge was built in 1911, it was the longest concrete span in the world. Since then a concrete span which is 26 feet longer has been erected in Brazil.

Dubuque Shops Jingles

"Oosie"

JOHN RYAN, machinist helper at Dubuque Shops for the past thirty years, passed away at his home in Dubuque on January 24th. Our sympathy is extended to his family.

Locomotive Engineer E. A. Nicks has the sympathy of the entire division in the loss of his wife, who passed away at their home in Dubuque recently.

We are proud of our two hockey players—"Hans" Wagner and "Boob" Hacker. When

Why Wait? Get it Now!

It is better to have it when you need it, than to need it and not have it.

Why not insure your earning power with an income, before you are *sick or hurt* and can't get it?

Think it over. You cannot do much with the small monthly premium while working, but *you or yours* can do something with \$1000 or a monthly income which the small monthly premium pays for when *sick or hurt* and unable to work.

CONTINENTAL CASUALTY COMPANY (The Railroad Man's Company) Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Avenue, Chicago, Ill.

I am employed by the MILWAUKEE ROAD, _____ Division.
Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is _____ Name _____
ADDRESS _____

it comes to that sport those boys are simply IT.

Timekeeper Frick has been confined to his home on account of illness for the past few days. Hurry and get well, Frank, your sparring partners are missing you!

"Pa" Neuman, our most popular veteran in the Accounting Department, has his colleagues guessing. In the winter he needs his mustache cup and in the summer he doesn't. What's the answer, Al?

Six teams of the Railroad League entered the city tournament and the returns were anything but complimentary. We hate to tell the world about your defeat, boys, but we were looking to the famous Southwests to bring home the bacon. 'Smatter with your team, "Blackie"?

I understand it is very disgusting to play basket ball with someone who thinks he knows all about the game, especially when he has a style of his own. (I'd advise the brother owning that aforementioned style to "look a little bit out," as this criticism comes from one of the "higher-ups" in the game.)

Remember on-again, off-again, Finnegan—

We have the original one here;
Mike Vogel is the brother in mind,
He'll be there anon and here.

Went to Des Moines so fresh and spry,
Came back with a big black eye;
Clarence Horsfall—we're surprised,
For what did happen, we've surmised!

Keep your mind on the game, Irwin,
Not on the maid by the door;
Your playing is very "scrumpunctious"
You sure have ruined the score.

Louis Wiedner, Jr., your spats are up-to-date,
They'll also do socks-minus when you're late.
But it's economy you're practicing (of this we are aware)

Why don't you heed the warning, chap, of
little girls beware.

Have you bought a Radio?
Do need one bad?
Are you now acquainted
With the best to be had?
Ask "Red" Lueschner.

If it's education you are seeking,
Are tired of being dumb—
Happen along in the rod gang
And anything under the sun,
Will be explained to you fully
By Professor Chas. A. Wright—
Be it Einstein's theory or tapeworms—
Charley will set you right.
(Daily lecture scheduled for lunch time—
12:30 to 1:00 P. M.)

We have seen a lot of mustaches,
(This shop has produced quite a crop.)
But Ray Blair has the last word—and
proves it
Whenever his top lip doth drop.
(We hope it lives to grow up.)

The following delegation made the trip to Kansas City to roll in the Milwaukee Employes Bowling Tournament: "Ashes" Horsfall, a great boy for attending such meets, but the other teams don't have to worry about him—nuf sed; "Nig" Herberger, a veteran at the game and generally "brings home the ribbon"; "Ben" Schiel, his first trip, and oh, the experience he got; Harold McLaughlin, anticipating a real work-out; "Ti" Maus, more interested in the stops than the starts; Chas. Abraham, "the grand old man" of the team, who'll keep them all in trim and bring them home safe.

Since the night Brother Jim Smith rolled 77, we don't hear much from him in regard to his favorite game.

See this section for the latest models in automobiles next month.

Tacoma Shop Notes "Andy"

FRANK WILSON, our famous air brake foreman, can also stir up the air when it comes to boosting the "Milwaukee," for through his influence we obtained a round trip business from Fish Commissioner of Alaska-Alaska to Washington, D. C., and return.

Al Pentecost is determined to put all the foremen wise, as well as our crow's nest watch, Ed Daly, to all the hydrants, valves, pipes, hose and in fact everything that has to do with fire protection, and has paraded these gentlemen all over the premises (about a 20-mile hike), giving them all the dope so that in any emergency they will know the ins and outs, as well as the whys and wherefores.

It is with deep regret that we report the deaths of the following old-time employees. Frank Taylor, boilermaker; Wm. Wiley, carpenter, and Malcolm McClellan, store department employe, and we wish to offer our sincere sympathies to those near and dear who are left to mourn their loss.

The dope just came to our attention that Len Rickett got married. We don't know just how, when or where, but anyway, here are our congratulations—we were beginning to think that he was a hopeless case.

During Mr. R. W. Anderson's visit to the coast he was invited to bowl on the Machine Shop bowling team in a match game against the Traffic Department—and wow, what a bowler he turned out to be—showed them all up by grabbing the honors of high man. The machine shop scouts have been trying to get him to sign up, but he is still holding out. We might also mention that he trimmed A. Pentecost at golf and pool, and A. P. was afraid to mention any other games—he had been trimmed enough for one session.

Bill Luebke has a goat named "Nanny." Bill also wears a watch charm of petrified wood. Well, to make a short story shorter, Nanny one day in a playful mood grabbed the watch charm with the evident object of using it as a source of nourishment, but in the scuffle dropped it—both Bill and Nanny made a nose dive for it, but Bill won, so he still has the charm but not on his watch chain—he hid it.

Jack Horr, the four-year-old son of P. R. Horr, is no doubt going to be a politician, for he is starting young. One day he turned up missing, and when he was located he was campaigning for one of the candidates up for election in the form of passing a bunch of bills that he had found. He's a chip off the old block all right.

We have it from fairly reliable authority that Ed Collins (one of the four horsemen) has got a couple of love birds as pets, and also to somewhat liven up the atmosphere in the flat occupied by himself and his two buddies, however, Red Howell is threatening to cancel his contract and leave the nest since the arrival of the birds, because he is not going to take any chances on contracting a case of psittacosis.

Louis Seaman's chest expansion has considerably increased, and the cause of his chestiness is the arrival of a baby girl at his home. Louis is looking forward with joy to many a midnight shirt tail parade on a tack covered floor to the tune of Rock-a-bye-baby, Wah-Wah, shut up and Yo-Lay-Lee-i-lee-oh (yodle). He ought to go over big with that racket with a little practice—yet the patter of baby feet is



PATENTS

Send drawing or model for examination and advice.

Booklet Free Highest References
Promptness Assured Best Results

WATSON E. COLEMAN, Patent Lawyer
724 9th Street, N. W. Washington, D. C.

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

THE NATIONAL BANK OF TACOMA

For 44 Years an Important Factor
in the Growth and Prosperity of
Tacoma.

TACOMA, WASHINGTON.

TYPEWRITER 1/2 Price

World's best makes—Underwood, Remington, Royal—also portables—prices smashed to below half. (Easy terms).

SEND NO MONEY!

All late models completely rebuilt and remanufactured brand new. Guaranteed for ten years. Send no money—big free catalog shows actual machines in full colors. Get our direct-to-you easy payment plan and 10 day free trial offer. Amazing values—send at once.

231 W. Monroe St. Chicago

International Typewriter Exch., Dept. 486

Free Trial

what puts the joy in every home, and we offer our best wishes and congratulations.

Now for big things by big men—Fred Lowert, who modestly stands about 6 ft. 6 in. in his shirt sleeves, and weighs about three hundred on the hoof, recently merged a decided victor in a ferocious struggle between himself and a mouse (note—we are unable to broadcast a round by round, blow by blow description of this match due to our restricted wave length). The beast was first discovered in the pantry about 6 A. M., then the heavy artillery came into play, pots, pans, brooms and what have you. The struggle was terrific, but of short duration, as Fred downed him with a flying tackle, then slapped a headlock on his tail and carried him forth to the wood shed for future reference.

Madison Division Notes W. E. F.

WE ARE all saddened this week by the death of Mrs. Frank Lawrence, which occurred at a local hospital Wednesday. Mrs. Lawrence was an interested worker of the Women's Club and by her sunny disposition was loved by all. We will surely miss her. Our sincere sympathy is extended to the bereaved family. "Gone, but not forgotten" can be truly said of our dear member.

Superintendent and Mrs. McDonald entertained the office girls and several friends at a six o'clock dinner recently. The evening was spent with cards, games and music, everyone having a very enjoyable time.

An evening card party was sponsored by the Women's Club Friday, Feb. 28. Lunch was served and prizes awarded, Mrs. Grace Suwalski acting as hostess.

The third of the series of afternoon card parties was held Thursday, March 6. A very

dainty lunch was prepared and served by Mrs. J. H. Vanderhie, who took charge of this affair.

Well, at last the COAL question is settled, Mrs. J. Simpa being lucky winner. And after realizing a nice "lump" of money (not coal)—the whole club has something to be thankful for as the ton of coal was donated by Conklin & Sons Company, which was very fine of them and we all hope we can return the compliment some time.

Very wonderful little books have been received here (this writer being among the lucky ones) from our friend Walter Wilson, who is on a trip in the South. Beautiful moonlight scenes, bathing girls, flappers and what not. We are beginning to worry that "Sandy" will return with nothing less than a harem!

H. A. Cameron and Henry Carter, on an inspection trip on the LaFarge line, recently arrived at Gays Mills just in time to attend the funeral of the dog of G. Brandes at the age of twenty-six years.

The funeral dirge was played by Mr. Cameron with the aid of his musical shoes, while Mr. Carter supplied the choir bursting forth with that old familiar song, "The Only Friend I Have in the World Is This Little Old Dog of Mine." We understand flowers were omitted by the request of the two distinguished guests.

Mr. and Mrs. Irvin Garner moved to Janesville last week. We shall miss them, but wish all kinds of good luck in their new home.

Tommy Austin of the ticket force at Madison sure has "It" when it comes to landing the women for long trips. His latest was Miss Hortense Darby, this year's university prom queen.

Since the cut in time of No. 146, the "Varsity," running from Madison to Chicago,

a decided increase in business has developed. This is by far the finest train running between these two points.

Winnie Fox, the correspondent, is asking for pictures of children of employees. Bill Kenny has none, but understand he has given Winnie one of himself.

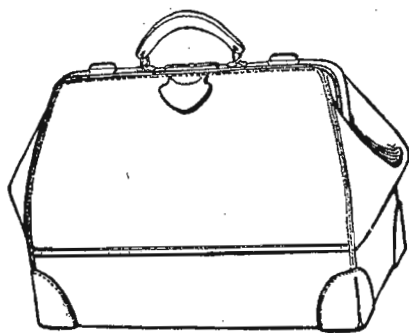
Sixty-seven Central Life Assurance Co. representatives left Madison March 14th, bound for the "Sunny South." A special train from Chicago with 200 men and women of this company carried them to Miami, Fla.

Joe Speckner, ticket clerk, Franklin Street, with the "Missus" just returned from a two weeks' trip to Florida.

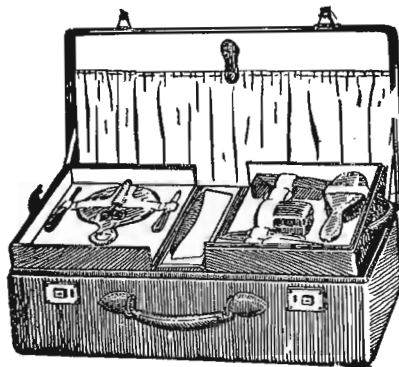
Will wonders ever cease? The ton of coal that Winnie has been selling tickets on for the past year was raffled off last week. Winnie says things did not go so well—she only sold \$650.00 worth of tickets on this ton of coal.

General Office, Chicago Vila

"NINETEEN THIRTY" marked the beginning of a year of gay festivities for the girls of the comptroller's office. The first party was given by Miss Alice Sandberg on January 21; a dinner and bridge. After their exhilarating "hike" the guests repaired to the dining room where a dinner was served replete with the most luscious viands conceivable to the human imagination. A filet of beef tenderloin smothered with mushrooms, which had been prepared under the personal supervision of Mrs. Sandberg, possessed a delectability of flavor impossible of description. It was the unanimous verdict of the numerous assemblage of appreciative guests that never before in the annals of human history had a filet of beef tenderloin more savory, more ambrosia, been the object of human consumption. Sparkling repartee rippled across the



Luggage for a Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

Always glad to offer gift suggestions for usual or unusual occasions.

OMAHA PRINTING CO.
LUGGAGE DEPARTMENT

Farnam at Thirteenth
OMAHA, NEBRASKA

table and jocund anecdotes of refined civilities abounded. In fact, the festivities were characterized by vivacity, suavity, chivalry and irreproachable respectability. After this delightful repast several games of bridge were played, Catherine Peterson being awarded first prize, Julia Sachen second, Gertrude Koerner third, and Loretta Maloney fourth, or so-called "booby" prize.

The February birthday girls gave the next gala affair—a valentine party, which was held in the club rooms on February 13. The dinner on this occasion was a dutch treat, but the bridge prizes were donated by the birthday girls. The first prize was awarded Grace Baldwin, second prize Margaret Pagels, third prize Julia Sachen, and booby prize Helen Tarson. Something new—a consolation prize was won by Marie Donnelly. The girls who bought the coveted prizes were about the only ones who did not win a prize. This may have been due to their altruistic nature rather than their bad luck.

Mr. E. J. Linden has been transferred to Fullerton Avenue and Mr. J. N. Strassman has returned to Milwaukee. The girls of the Lunch Hour Bridge Club will surely miss their two kibitzers.

A trip to California and the loss of one "mustachio" are the recent events in the life of H. E. M. (Engineering Department).

Mr. George L. Walters, motor car inspector, is at present writing vacationing in Granbury, Texas, visiting relatives, the most important of whom we know is his little grandchild.

One of the members of the Transportation Department, is moaning the loss of five dollars on a bet with Jim Nolan. It was found lack of opportunity was not the reason for Miss McNicholas failing to entertain the office gang. We are now spelling it with Mac.

Messrs. Hansen and McPherson are taking their vacations at a ski tournament in Sioux Falls this year.

We find one of the members of The Transportation Department has been holding out on us. She is passing as Miss but in reality is Mrs. Rickles, with a brood of eight promising children. Mystery—what became of Emmy's beans?

Miss Ida Tucker, formerly of the Car Accountant's office, is now a member of the Transportation Department.

Another mystery—what became of Mr. Paul Jones' N. Y. C. calendar? Solution—ask Emil.

Switch Foreman P. W. Collard found two little boys aged about three or four years, playing around in the switch yards at Sioux Falls about 7:00 P. M. Perry was checking the track before starting switching operations when he found the boys, which no doubt saved their lives, as it was dark and the little tots would have been hard to see. Perry brought them to the passenger station for safe keeping until their parents could be located.

S. C. & D. Section Foreman A. P. Wilkins noticed brake rigging dragging on train No. 173 the morning of March 8th and notified the conductor as the caboose passed him. Conductor Cussen stopped the train and removed the defective brake, thus preventing a serious derailment.

I. & D. Items

M. G. B.

NO more will the I. & D. Division be obliged to say that none of their male employees had musical talent, no longer will the I. & D. have to hang its head in shame when called upon to sing. This man who has risen to the top, who has lifted the position of roadmaster out of the humdrum of ordinary positions, is S. L.

Core. His talent was not discovered until he attended a woman's club meeting at Mason City, February 25th, at which time he gave a beautiful rendition of "Sleepy Valley." On his other selections he was ably assisted by H. L. Wilttrout and R. Minton.

Congratulations are extended to Mr. and Mrs. Milton Olson, on the arrival of Milton Stanley Olson, Jr., on February 15th.

Mrs. E. J. Sullivan, wife of traveling inspector at Mason City, fell February 13th and broke her ankle. She is reported as greatly improved.

John Turck, yard clerk at Mason City, has been appointed second yard clerk at Mitchell, effective March 8th.

Our sympathy is extended to Operator G. S. Scobee and family on the death of a son, February 18th.

George Bryan, conductor, left March 3rd for an extended visit to Miami, Fla., and points East. E. A. Winter is taking Mr. Bryan's run.

Mr. G. R. Hannaford, our happy safety inspector, has his favorite brand of tobacco, as also has Carl Lehman, section foreman. They wouldn't use any other for the world, that is, knowingly, you understand.

On March 1, 1930, at Mason City, Iowa, so the report goes, two husky engineers tried to get an Oakland started and it took a yard clerk and a Chevrolet to get the machine going. Quite a send off for the Locomotive Department.

A. M. Choate has been appointed agent at Jackson Junction. E. L. Block has been appointed first operator at Charles City, and J. A. Johnson appointed second operator.

Julius says his new car has a much better pick-up.

Mr. and Mrs. Joe Fiala, of Mason City, made a trip to Chicago the latter part of Feb-

ruary, to visit Mrs. Olson, formerly Marie Fiala, of the master mechanic's office at Mason City.

Milwaukee Terminals

Ann

THE new track changes in the Muskego yards are progressing steadily. The Engineering Department have a coach remodeled as an office and set out near the Muskego yard office to be used during the time the track work is being under construction. This will enable them to be near the grounds and to supervise the operations more efficiently.

Mr. C. A. Drawheim, roadmaster at Fox Lake, on the Janesville Line, is going to be general foreman in charge of the new yard changes in the Milwaukee Terminals. We are glad to welcome you back to the Terminals, Mr. Drawheim.

Agent C. R. Dummmler is back to work again after a long absence due to illness. You are looking fine, Mr. Dummmler, and we hope you keep well.

At the last Safety First meeting there were one hundred and fifty-one employees present. The largest attendance we have ever had. This goes to show that the Safety Movement is bringing results.

Spring house cleaning is in full swing in Milwaukee. Our freight house is being re-decorated inside and the new office at North Milwaukee is all renovated and fixed up in fine shape.

We wish to extend our deepest sympathy to Switchmen Robert Dreyer and Ray Ballman on account of the death of their wives.

August Rudolph, a veteran with forty-six years of service to his credit, is going to Florida for his health.

Everyone Should Have a Bank Account

Commercial Investment
Savings Safe Deposit

An Authorized Trust Company

We solicit the patronage of
MILWAUKEE EMPLOYEES

Open a Savings Account Here
and Add a Little Each Pay Day
GET THE SAVING HABIT

Mercantile Trust & Savings Bank
OF CHICAGO

Opposite the Union Station
Jackson Boulevard and Clinton Street
CHICAGO

Regular Member Chicago Clearing House Association
Member Federal Reserve System

General Yardmaster J. J. Schuh came back from the bowling meet at Kansas City and left his voice behind. He must have forgotten that it was a bowling match and thought he was cheering for a baseball team.

Frances was the belle of the train which recently took some of the Milwaukee bowlers to Kansas City. Ask the bowlers about it.

After many inquiries it was discovered that the reason Clerk Bob Esser quit school was that he had to pay attention.

Switchman Matty Mitchell was in the office signing up his understanding of rule 908. He said in part: "I have worked for the Milwaukee Road for forty years now and have never been sorry that I have lived up to the requirements of rule 908." Matty is a good Safety First booster.

We wonder why Robert Esser, F. Kuklinski, W. Hoffman, Harvey Zunker and several others took their bowling balls all the way to Kansas City recently. Boys, you could have done as well with marbles.

Switchman Lloyd Surprise was in the office a few days ago and requested the first pass he has had since he started working for this railroad, which was eight years ago. We hope you have a nice time, Lloyd.

Engineer George Plate instructed Frances and your correspondent as to the controlling levers and gauges of one of our new engines, the 6410, in the cab. These young ladies are going to be among the future engineers and firemen of the Milwaukee Railroad. But first of all they must develop more strength to enable them to pull back and forth the throttle and other levers.

Switchman Stanley Kujawski is going to New York on a visit. Don't let gay Broadway get the best of you Stanley. It will not be necessary for Stanley to send any post cards, as all he will have to do is to step out on the porch and make an announcement from New York which can be plainly heard in Milwaukee Terminals.

Elenore Francey is back from a wonderful trip to Florida. It is reported that she has a new sweetie down there.

Switchman John P. Murphy who has been confined to the National Home for some time on account of illness, is planning to regain his health at Hot Springs, Arkansas. Hope to see you back soon, John.

The Milwaukee Journal printed a nice write-up given by Superintendent N. A. Ryan on the proposed modernized Muskego Yard tracks. It pointed out very clearly that business in Milwaukee was on an increase and that the lengthy trains now run require longer tracks to avoid unnecessary switching and doubling over.

Clerk Ray Cary, the spaghetti boy, is back on his former job at Muskego Yard office.

Operator Paul Alberts received a lucky button from the Milwaukee Sentinel and is waiting for his number to show up in "Bringing up Father." We hope you win, Paul.

What happened to Bill Cary? He got 300 in three games—we thought that was for one game.

What's the matter with Bob Esser? He got 400 in the five-man.

A party of forty, consisting of members of the Brotherhood of Railroad Trainmen and their families, attended a Booster Meeting in Minneapolis, held by President Whitney and other Grand Lodge officers. The party left Milwaukee in a special sleeper on train No. 57, January 18, 1930. A letter of thanks was sent to Superintendent N. A. Ryan at Milwaukee and Superintendent E. H. Bannon at Minneapolis for the excellent service provided for the party.

Bob Esser gets so excited when he bowls and all the pins don't drop, that he rips off his cap and throws it down the alley.

It has been rumored that Frances Brennan made a trip back home to Iowa to see her boy friend, but the engineer ran by the station, as he could not see the town on account of a wagon standing on the crossing.

Two of the teams from Muskego Yards in the Milwaukee Road Bowling League made a trip to Kansas City to contend in the tournament. There was not much said when they returned, but it is whispered that one of the crack teams shot 666 for their first game and the other 696. Some shooting for Pot Hunters.

Milwaukee made a very good record in February this year in cutting down personal injuries. 1929 figures show 28 reportable and 4 lost time—1930 shows 2 reportable and 1 lost time. We are looking forward to a better record for March.

The bowlers from around the office are envious of Director Frank Stubbe and his score. All you have to do is turn the score card upside down and he is first on the list.

We understand that John Percival McDermott, the old reliable switchtender at East End, is planning on moving back into the city as the income tax will not allow him any deduction on his street car fare to and from work. We understand he has rented a home next door to John Schuh. Guess he figures on Schuh driving him home every night.

We notice the bowling score of Trainmaster J. J. Crowley climbing each time he bowls. Wonder when he will bowl against Charles Daw or Jimmie Smith.

Director Dreyer is still smoking Christmas cigars around the office. We hope his supply is about all used up as they are beginning to smell strong. Just like the old village blacksmith when he put the hot iron on the hoof. How many of you remember that?

La Crosse Division Items

Eileen

AS this is being written we are having an old-fashioned snow-storm, with the largest flakes I have ever seen.

Our neighbor, the Northern Division, sends in the following:

During the month of February, there was a little misfortune near Ripon. It was in the nature of an accident—in fact, it was the fatal injury sustained by a sheep lined coat.

While W. Wessel, section foreman, was riding over his track, his twelve dollar coat fell from the motor car to the rail. No. 833 with Engineer McEvoy and Conductor Smith severed one sleeve and other parts from the coat. Thinking they had killed a man, McEvoy trembled and Smith wept. Knowing that no one was injured, we congratulate the trainmen for their exhibition of keen judgment in choosing the coat rather than the man.

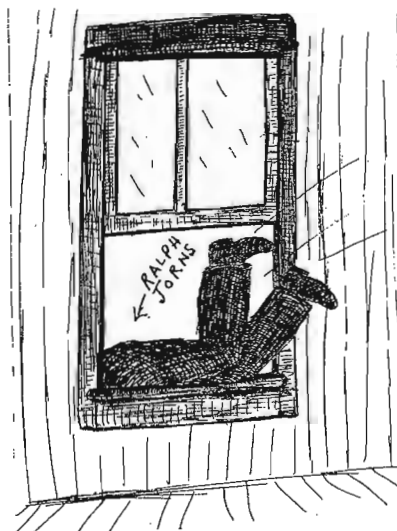
Statistics recently compiled show that the coat was merely an expense to Mr. Wessel, because its use cost him approximately one dollar a day for the short time he enjoyed it.

Conductor Wm. Wittig passed away at his home in Portage after an illness of about two hours. He was 65 years of age and had been employed on the La Crosse Division for 37 years, the past sixteen having been spent in passenger service. Bill was well liked by everyone and he will be greatly missed.

Arthur Otto, conductor on the Tomah switch run, is spending about three months in New Orleans and Cuba.

Ethel Davies, stenographer to chief clerk, is recovering from an operation performed recently. We of the office force join her many friends in wishing her a speedy return to health.

Mike Kelly, conductor, has been laying off all winter. It is rumored he has purchased a new radio so it is hard telling when he will return to work.



Assisting Yardmaster Bloomfield, and occupying himself with the hundred and one duties that befall a yard clerk, Ralph found himself exceedingly busy, when two ladies entered the "dog house" soliciting contributing members for the woman's club. Ralph had not prepared for such an emergency, so while Tom carried on conversation with the visitors, Ralph cast an eye about for an exit. Much to his consternation he discovered that all avenues of escape were cut off save one, which he hastily took advantage of. Ralph says even a window will do in a pinch.

Messrs. Frick, Falck, Whalen, Buffmire, McMahon, Reifensstuhl and Farner attended the Appliance Show in Chicago, week of March 11.

John Pate is half back. Understand he played full back in the Mardi Gras jams in New Orleans last week. He sent several postals showing the crowd to see if his friends could find him in the picture. John will now resume unloading way freight at the big stations without making a stop, and unless he has lost some of the force behind his loud speaker, the usual wave length will prevail when John returns.

Wickie Luek has bought a new Buick and the first day he had it, he proved its worth by going in the ditch with it. Wickie says she climbed right out, however, no trouble 'tall.

Brakeman Aubrey Cadman and Miss Verbena Rocker were married in Winona on February 18th. Best of wishes for a happy and successful life together.

Brakeman Paul Brandenburg is no longer concerned with the future—his future has been revealed to him by Mme. Olga, giving performances at the Portage theater—he is simply sitting pretty waiting for the best to happen (and preparing for the worst). No matrimonial ventures for Paul this year, according to the Mme., which is bad news for the young ladies along the West La Crosse Division.

A couple of match games have been rolled on the Raulf alleys by the men in the superintendent's office at Portage. Art Reifensstuhl brought Chas. Daw's bowling ball from Milwaukee to meet competition and made an average of about a hundred.

In the second match game, Miller's team spotted Isberner's team 50 pins. At the end of the match Paul's team was 58 pins ahead, not counting the 50 pins spot per game. Question: Who pays for the bowling?

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

Nora B. Decco

WELL, since the R. M. Division took up so much space in the last number, guess it ought not to try to cover the whole Magazine this month, so as there hasn't very much startling happened we will be real nice and well behaved and lady-like and just "register" enough so we won't get those black looks repeated that were cast in our direction every few hours during the time it took for each and every one to go through the February issue.

"Sprig hab cub" all right and the poor shivering blue bird that signal maintainer saw chasing a couple of butterflies (can you beat such a story, in Montana first week in March, don't make us laugh—but that is exactly what he said) well, that shivering blue bird must have turned up his toes and frozen stiff right after that, as the agent says he gets so tired of me shouting about the first of March being Spring and then 20 below zero weather following. Yes, but I still think it's Spring. All the ladies that I know well enough, so I can walk in their back doors in the morning instead of waiting until afternoon and calling at their front doors, are gazing with a fixed expression at their kitchen walls and that means but one thing—new coat of kalsomine, or paint or what have you . . . isn't that Spring? Isn't it Spring when Pete Pogreba starts digging out gravel from the basement? Isn't it Spring when Pat O'Ragan starts working on the front porch? Isn't it Spring when Bill Merrill gets out the old trailer and oils it up, and if it isn't Spring when Tommy Fairhurst lays off a trip and wanders around like a lost sheep, planning where he will build his rock garden, then what is it? Anyway—well, Dr. Larson who used to be here and who every one knows, is going to sail the 29th of March for Vienna. He will take his wife and twin boys along and will probably be there six months or more taking a post-graduate course in medicine.

Conductor McHale, who has been off for some time due to sickness, has returned to work again.

Conductor Steel who spent a month or more in Kansas during our cold winter and who says on returning that he never saw such cold weather in his life as they had down there, is back to work again. His father will come back here later on, after the robins get thick on the lawns and he is sure the sun will shine good and warm.

Fireman Sam Haffner and wife are having a fine visit in California a card from them says. Engineer Lieb who was with them has returned to Three Forks, but Mrs Lieb will stay there for some time yet.

Conductor Coffin has bought the Crockett house and he and Mrs. Coffin will return from Bozeman soon, where they have been for about eight or nine months.

Fireman Fink who has been on the Northern Montana for some months, is back on the main line again.

Fireman Merrill and wife and two small daughters have returned from Indiana where they visited Mrs Merrill's mother for some time.

Fireman E. V. Bennett has returned home from California where he was trying to soak up a lot of sunshine and heat after a session with the flu.

C. R. Johnson, who was in Indiana for a few weeks' visit with friends during February, has returned home and to work again.

Engineer Sutton who has spent the winter in New York City, is back on the division again. I think he said he heard a whistle

that sounded like the steam shovel down in the gravel pit, and sometimes we think ourselves they could hear it in New York City.

N. A. Meyers passed through our city east-bound, the 16th of March and he had on a green shirt and a green time and he wanted to know why I was not celebrating the same birthday that he was. Well, my name is Nora, and I expect to do my duty as I see it, and I have never failed yet. Still Helen Kirwan, if you knew the true story of that photograph and the how and why of it, well, we will expect to see one of you real soon now too, since I was the pioneer, the others ought to follow without any question, as one might say . . . the worst is over now.

Chicago Terminals

Guy E. Sampson

WELL, here we are again, although it seems only a few days since our last monthly contribution to the Employees' Magazine. Your correspondent who was under the doctor's care for a few days was fortunate enough to get up in time to write these few items for the April issue. Business here as well as other places saw a slight decrease the last month but the crews working have been kept busy handling the usual amount of fast time freights. A splendid on time departure record has been maintained for which all feel highly elated.

General Yardmaster H. E. George has been on the sick list and spent considerable time recuperating at Excelsior Springs the past month. Many years of steady work in Chi Terminals makes one feel like taking an occasional rest from all work.

March 1st was payday in the Terminals and soon after the checks were handed out at the Bensenville roundhouse Miss Esther Brettman, stenographer there, asked to be excused for the remainder of the week. Chief Caller, Jolly Bob Richardson, started a joke that Esther was going home to be married. It was also noticed that Machinist John Burianek was absent from work that day and you can imagine the surprise of all employees at the roundhouse when Esther came back the next week and stated John and she had been quietly married. The newlyweds took a month's leave of absence to enjoy their honeymoon and to arrange their future home in Bensenville. At the expiration of the 30 days both will return to their duties with the Milwaukee Railroad. During Esther's absence her place is being filled in the office by Miss Bessie Lawler, daughter of that old-timer, Jack Lawler, of the Western Avenue roundhouse. All join in wishing Mr. and Mrs. Burianek a long and happy life and we all are happy to know that we are to lose neither of them from our employees' list.

Chas. Mack, Sr., locomotive engineer, is sojourning in Florida and we are informed that while there he has disposed of his Florida land. Hope he brings back a carload of grapefruit as a slight reminder of the nice things grown down there.

Mrs. Michels, wife of Assistant Foreman Jesse Michels, has gone to California to spend the remainder of the cool spring weather.

From the archives of the Bensenville roundhouse comes the news that Walter Jackson, veteran engineer of the terminals and a great lover of the Mallet type engine in their days here, has been on a vacation. Also that he had been noticed walking down the Westwood streets in company with a young lady who was unknown to the employees at the roundhouse. Spring is here and always brings out surprises for all and for that reason many tongues are wagging but no one knows just what to say on the subject.

Miss Berniece Holquist, daughter of conductor and Mrs. John Holquist, is reported improving after a month's siege with pneumonia.

PANTS MATCHED

TO ANY SUIT—FREE SAMPLE

DON'T DISCARD YOUR OLD SUIT. Wear the coat and vest another year by getting new trousers to match. Colored to your measure. With over 100,000 patterns to select from we can match almost any pattern. Send vest or sample of cloth today, and we will submit FREE "bes" match obtainable.

AMERICAN MATCH PANTS CO.
Dept. H R 5 W. Randolph St., Chicago, Ill.



Per-fex-ion

400

VARNISH

Dries in four hours

Waterproof - Durable - Quick
Made in 10 Attractive Colors

This is not a lacquer, but
a quick-drying varnish,
free of offensive odors.

Send \$1.50 for a quart to try.

The Thresher Varnish Co.

1170 E. Monument Avenue
DAYTON, OHIO

Varnish - Enamel - Lacquer

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

Stop Indigestion

Do you eat too fast?

Do you have stomach trouble?

Valentine's

Digestive Tablets have proven themselves to thousands that have used them.

Send for a bottle of 500 guaranteed tablets today.

CUT HERE.
THE VALANTINE CO.,
Mitchell, S. D.

Gentlemen: Enclosed find \$3.00, for which please send me a bottle of Valentine's Indigestion Tablets.

☐ If you wish a bottle sent C. O. D. mark X here.

Name
Address

LeRoy Coomber, brakeman on the Illinois Division for a number of years, went to the Boulevard Hospital the latter part of February and after an examination it was pronounced that he was suffering from a severe case of pneumonia. As our items leave us, the doctors assure us that he is now out of danger and regaining health very fast.

Engineer Brunz has discovered a special new way of making "store teeth" stay in place. Says that since making this discovery he has still a warmer spot in his heart for Mr. Wrigley than ever before.

Terminal Fireman Harold Klevan and Mrs. Wilma Lock were married in Chicago, February 28th, and the following day left for a short honeymoon trip. Mrs. Klevan is a sister of Yardmaster LaVern Smethurst, Switchman Donald Smethurst and Mrs. Harry Miller, whose husband is an employe in the Car Department. After their return home the Klevans will reside at Bensenville. All join in wishing them many happy years together.

Chicago Terminals Car Department Items

H. H.

GEORGE W. GUSTAFSON, one of Galewood Yard No. 1's good-looking freight repairs checker, is now the possessor of an almost new Ford. Hope they don't steal the top of this one, George.

The Car Foreman's Association of Chicago had their regular monthly meeting at their regular meeting room (Crystal Room), in the Great Northern Hotel, Chicago, February 10, 1930, starting at the regular time, 8:00 P. M. This meeting wound up the second of the two meetings which were devoted to discussion of the 1930 A R A Rules, and was most interesting and educational to carmen. To the many Car Department employes on our railroad who are members of this association, but reside at points out of Chicago, let us say that you will reap full benefits and all happenings and occurrences of these meetings through the complete monthly proceedings in book form which are sent monthly to all members. At the last meeting, I understand the association got over 140 new members off our Lines West. This is very encouraging to the association and should be to our railroad too, as it is founded on Car Department principles, is a Car Department organization and its subjects are Car Department subjects, the sole purpose of which is to benefit the Car Department employes and the railroads on which they are employed.

"Constructive Criticism," while similar in sound to "Destructive Criticism," is ever so far different from it. The persons who offer "Constructive Criticism" are people who have studied the situation and their suggestions will better the existing state; they do it in an open and above board manner to the person or persons involved, with only the thought of helping or bettering the conditions of that person or persons.

"Destructive Criticism" is an ugly word, it is made generally by persons who keep under cover, who offer this sort of criticism not before the person or persons involved, but to others indirectly concerned and offer it not with the aboveboard manner of helping, but with the thought of a destructive nature. "Constructive" and "Destructive" are so similar in sound, but, oh so different in practice.

Safety Section

Noticed a good representation of Car Department employes at the Terminal Safety First meeting, February 24, 1930, held monthly at the Union Station. This is a regular occurrence.

Hear that the regular monthly terminal Car Department Safety First meeting, held at West-

ern Avenue, February 26th, presided over by General Car Foreman Faltinsky, enjoyed about its largest attendance since inaugurated. This is surely nice to hear and is surely an indication of ever increasing interest.

Fullerton Avenue Building

A. M. D.

WELL, writing in the vernacular, "it won't be long now." On April 15, the umpires will be dusting off the old home plate and opening up the 1930 season with that well-known introductory "Play Ball." Golf clubs, fishing rods, and other paraphernalia of summer sports will be cleaned up and practice swings will be the order of the day. We'll all have a sort of listless feeling until it finally dawns on us that—Yes, you've guessed it—"Spring is here."

Keep your eyes open for the annual ball to be given by the Chicago Chapter of the Milwaukee Railroad Women's Club. April 25 is the date and the place is the Medinah Athletic Club on N. Michigan Avenue. Mrs. Chas H. Dietrich and Miss Mary Lawler are the co-chairmen in charge and everyone is assured a delightful time, whether they take part in the dancing or enjoy playing cards in the beautiful rooms of the club. The proceeds are to be used for welfare work in the Chicago district—Let's get together and make this party the most successful one given by our club.

Fred Grabenstein, after having temporarily replaced Joe Strassman at the Cost Accountant's office, Milwaukee, has returned to his position as chief clerk, Auditor of Expenditure's office. Welcome back, Fred.

A number of changes have been made in the location of certain offices of the Fullerton Avenue Building. Mr. W. L. Ennis, manager, Refrigerator Service and Claim Prevention, and his department are now located on the second floor in the office formerly occupied by the Real Estate Department. Mr. F. D. Dale, our newly appointed acting auditor of station accounts and his department are also on the second floor in offices vacated by the superintendent of mines and Mr. Heuel. Mr. Heuel and the Auditor Overcharge Claim Department are located on the fifth floor in the new building. Mr. Saïda, superintendent of building, has his office directly across from the elevators on the fourth floor. The space created by this move allowed the Central Typing Bureau to spread out, giving them greater freedom of movement and more air per person. Another change to be noted is the transfer of thirty typists, generally known as abstract typists, from the Central Computing Bureau to the Central Typing Bureau.

H. D. Fletcher, formerly of the auditor of expenditures and comptroller's offices, has been appointed assistant paymaster. His many friends wish him the best of luck.

Paul Wolf, of the freight claims office, is preparing his garden for fruit and vegetables in order to make an extensive study of these "commodities" in connection with perishing claims. Paul will know his onions.

Erna Greenlaw spent a glorious vacation on the beaches in Florida. It sure must be great to have money.

Lyman T. Moyer, auditor overcharge claims' office, the gentleman from the south, returned to the office after his vacation and exhibited his nice coat of tan. Lyman and his wife enjoyed a second honeymoon on the sun-kissed beaches of Florida. We never will hear the last of this.

Clear the road. Here comes Schirmer in a new Chevy.

Frank Wald, the dynamo of the overcharge claims' office, appeared one morning in the shade of a rather decrepit hat. Frank gave us a story about some fellow exchanging hats with him during the night, while returning from a trip to Portage, Wis. We have been

unable to determine whether the "other fellow" left the train first or whether Frank did. Is it possible that Wald is an "Injun-Giver?"

Cupid has been busy in the Typing Bureau as shown by the lovely diamond rings worn by Louise Sass and Loretta Farmar. Best wishes, girls.

E. Carlson, Freight Claims Department, has returned to the office after a siege of illness. Glad to see you back, E.

Our little "Corn-fed boy" from the Overcharge Claims' Department will be wearing glasses soon. Do you know who we mean? Why, little Johnny White, of course.

Boy Scout Troop 864 of Portage Park has three members who are employes of the Milwaukee present on their charter:

Chairman Troop Committee, A. W. Gentzcke; and Troop Committeeman, J. Kreiter. They have again selected B. E. Reinert, also of freight auditor's office, as Scout Master. Meeting is held at Portage Park Field House every Monday night. All you dads are invited to bring your sons.

Jimmy Garland, pride of the checking bureau, auditor of overcharge claims, went to Columbus, Ohio, with the boys. Although Jim has never bowled, he very seldom misses a ride to the tournaments. Jim's favorite past-time is sustaining dislocated feet and acting as chapron.

F. Gleason, freight claims office, successfully survived a tonsillectomy operation.

In a contest of skill and managanship for the three-man bowling crown of the ticket auditor's office, the team captained by Tim Martin lost out to M. H. Blumberg. Captain Tim bowled valiantly, mauling the maples for a snappy 370, but did not receive the proper support from his mates, Zapotocky and Wiegref (neither of them getting a 650 series). Blumberg led the victors with a series of 580 and would have done better had he been able to borrow a pair of bowling pants from L. Wozny.

Our star reporter interviewed Martin, the vanquished captain this morning and said, "What did you get Saturday?" "Tired," answered the defeated caster of the mineralite.

Fullerton Avenue Glee Club

ON Tuesday evening, February 18, 1930, the initial concert of Fullerton Avenue Glee Club, assisted by the Rondoleer Quartette, was presented at Hamlin Park Assembly Hall.

The Club is composed of members of Fullerton Avenue Chapter (Chicago) Women's Club, and was organized the latter part of 1929. Miss Edith Marquiss is chairman, while Mr. George F. Unger capably directs and Miss Marion K. Hoffman accompanies at the piano.

It was a distinct pleasure to those "out front" to witness the performance, and when we realize how new the organization is, we are especially thrilled to find how much has been accomplished.

The music was enjoyable and well chosen; the voices good and Mr. Unger, as well as the entire chorus, are to be congratulated for the splendid work.

The sweet soprano voice of Miss Marquiss in "Homing" (Del Riego), and "Carissima" (Penn), was met with enthusiastic applause and Miss Ottilia Mayer sang "Deep River" (Burleigh) and "Love Me If I Live" (Foote), with much feeling, which also pleased the audience.

Mr. Hugo Dells, of the freight auditor's office, played the accordion in true Neapolitan style, and all were quite delighted with the singing of the Weichbrod Trio as well as their violin and piano selections.

Last, but not least, the Rondoleer Quartette, who did much with their pretty and also humorous songs to make the Glee Club's first entertainment a huge success, and those who could not attend surely missed a big treat.

Iowa (East) Division and Calmar Line

J. T. Raymond

CONDUCTOR C. R. Cornelius, who resumed work February 24th, after being off duty several weeks, was obliged to lay off after making two round trips, due to an infection in one of his ears. Lee Tolbert is relieving on Nos. 3 and 4, between Omaha and Marion, which puts Phil Shoup back on the Calmar passenger.

Train Baggage J. M. Murphy resumed work on Nos. 7 and 20, between Marion and Omaha, March 1st, after being off duty for some time with pneumonia.

Train Baggage Frank A. Dougherty, who took a leave of absence, March 18, 1929, to engage in the dray business at Monticello, has disposed of his interests there and returned to work February 28th as baggage on Nos. 38 and 39, between Davenport and Milwaukee, displacing Frank Barger on that run.

Freight Brakeman Walter F. Maher was taken to the hospital at Savanna, March 10th, where he submitted to an operation for appendicitis and complications. Latest reports are that he is getting along as well as possible and many friends on the division wish for his rapid recovery.

Miss Anna May Lafferty, stenographer Atkins roundhouse, contributed items for the Magazine this month. We hope for a contribution from Miss Lafferty each month.

Conductor Jack Higgins, of Monticello, has rounded out fifty years' service and is now proudly wearing a fifty-year Veteran Employees' Association button. Congratulations, Johnny.

Lineman James Tobin, of Marion, was off duty several days on account of illness. E. Stiles, of Milwaukee, was relieving.

It is expected that the extra gang will commence laying the new steel from Sabula to Hale, about April 1st. The most of this steel has been distributed.

Engineer W. R. Barber, of Marion, is making a tour on certain divisions in the interest of the Milwaukee Pension Association. Word has been received here that he has been elected as one of the directors of the association. This news is especially pleasing to the folks out this way. Excellent choice.

Assistant Chief Operator R. L. Taylor is acting chief operator, Marion, during Mr. Gallivan's absence and Marl Marchant working second trick. T. J. Allen supplying on second trick, Atkins Yard.

Olin depot was destroyed by fire early Tuesday, February 25th. The fire started by lightning.

Chief Clerk C. A. LeRoy, of Marion, spent several days at Excelsior Springs early in March.

Chief Operator J. T. Gallivan with Mrs. Gallivan, have taken a month's vacation, leaving Marion, March 1st, for a visit with friends and relatives in Long Beach and other California points. They visited the Grand Canyon in Arizona en route and will return via San Francisco and Salt Lake.

Agent H. C. Gustafson, of Long Grove, was away on a week's vacation, G. H. House relieving.

Atkins News

G. W. McRAE, engineer of the 4:00 P. M. switch engine, is visiting his son and daughter-in-law at Oklahoma City, Okla.

John Kahler, laborer at Atkins shops, was married Wednesday, February 26th. We take this means of wishing him a long and happy married life.

Atkins shopmen have agreed to work but five days a week during March, to avoid making a lay-off. Pretty square of them, I'd say.



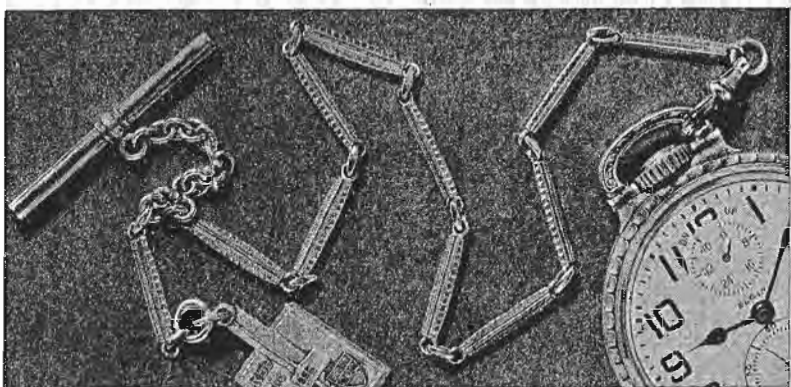
A GOOD WATCH DESERVES A GOOD CHAIN
A FINE WATCH means more to a railroad man than to most people. You know the value of accurate minutes. You give the watch better care, and in time develop a real affection for it. Isn't it important, then, that you carry a worthy chain?

Simmons Chains are carefully, skilfully made. They're strong. Able to stand lots of day-in, day-out handling in the midst of dirt and grime and oil. And Simmons Chains are beautiful . . . the attractive chain below (31467) was designed especially for the Elgin 719. Alone, the chain costs \$7.50. At your watch inspector's.

R. F. SIMMONS COMPANY, ATTLEBORO, MASSACHUSETTS

SIMMONS CHAINS

The swivel says it's a Simmons



S. Einarson, traveling engineer from Perry, is contemplating hiring a "Sherlock Holmes" to discover who puts the brasses in his traveling bag, also why it takes so long to get his bag detached from the filing case when leaving Atkins.

C. L. McDonnell will be very much disappointed if the entire force at Atkins don't come out to the farm for dinner some nice summer day. Don't forget, boys! We wouldn't want to hurt Mac's feelings, would we?

P. S.—Maybe Joe Boyle will take us out in his new Ford.

Dispatcher R. L. Leamon, Marion, was off duty for several days on account of the illness and death of his mother who resided at Wyoming, Iowa. She passed away Friday, March 14th. On behalf of the many friends on the division we extend deepest sympathy to Mr. Leamon and surviving members of the family in their bereavement.

S. C. D. Notes

F. B. H.

WHEN a holiday falls on Saturday, there is much gnashing of teeth over losing a day's pay and gaining only half a day, but afterwards there is much rejoicing because it gives everyone an opportunity to take a nice little week-end trip. Many in our office availed themselves of this opportunity on the 22nd.

Julia Weins spent the week-end at Benton Harbor and had a splendid time.

Edithe Hamann went to Davenport and reports a very enjoyable trip.

Julia and Bernice went to Chicago, and Bernice had a wonderful time—she stayed over Sunday and had an opportunity to wear her gorgeous long, red dress. Julia's trip was quite in vain as she was in search of long white gloves to wear to the Marquette prom and after she got back she found a pair right here in Milwaukee.

Gertrude Haas was in Chicago and also spent her day shopping in vain. Am sure there is a moral to these stories—do your shopping in Milwaukee.

Harriette Badger spent her time going to shows so she was not disappointed.

Al Barndt spent most of his holiday in Toyland at Carson Pirie's. Betty Jean could not be persuaded to leave the toy shop.

Al Forrest drove to Fond du Lac—and can you imagine him making a trip without any mishaps?

Helen Horan spent the holiday at Lake Geneva and immediately following, took her vacation, spending all the time with Mrs. Bakom, formerly Dorothy Yakes of this office, who was very ill. Dorothy was moved to a hospital in Chicago but she was in such weakened condition that she failed to respond to the treatments and passed on March 6. Everyone in the S. C. D. office regrets the untimely passing of Dorothy, and several attended the funeral at Lake Geneva March 9.

The entire S. C. D. force extend their deepest sympathy to Steve Filut and his family in the loss of their mother, Mrs. Martin Filut, who passed away on February 21.

Erv Weber sprung a surprise on us the other day in the way of good looking new glasses. They are very becoming, Erv!

Am sure all the S.C.D.-ites are glad to hear that Rose Hykes, formerly Rose Schultz, is busy these days furnishing her own home. We know it will be a treat after living in a furnished flat. Another place we'll have to hold a house warming.

Rose and Miriam took a trip to Niagara and they've come back the best lil advertisers any campaigner ever had. Rose says the fascinating view at night by moonlight which always has that alluring tendency to unite loving couples, is exactly why so many of our newlyweds spend their honeymoon at Niagara. However, it's just as interesting for the working gail; the Prince of Wales Hotel is on the border. Unfortunately, Princey wasn't in when the girls called, but don't worry, they're going again.

Miriam says Rose forgot and ordered Canada Dry at the Prince of Wales Hotel, to the great amusement of the young men diners at adjoining tables.

American Legion Post Holds Party

C. E. Peck

ON Monday evening, February 24th, The Milwaukee Road Post No. 18 of the American Legion celebrated at an open house party the anniversary of the birth of George Washington. The party was held in the club rooms in the Milwaukee Union Depot.

A capacity crowd was on hand despite the inclement weather and an enjoyable time was had.

The entertainment of the members of the Post and our guests was well provided for by Mr. Lew V. Schwartz, chairman of the entertainment committee.

Jack Mead directed the American Legion Girls' Band, which is affiliated with the Milwaukee Road Post No. 18.

The main address of the evening was given by Mr. John Campbell, Legion Commander of the 4th Congressional District, who called particular attention to the large number of Milwaukee Road employees eligible for membership in the American Legion and whose object it should be to join The Milwaukee Road Post No. 18.

One of the high spots of the evening was the awarding of a fifty-dollar gold prize which went to Mr. A. R. Lewis of Deerfield, Illinois, who is a member of the Post and is employed in the dining car service of The Milwaukee Road. Comrade Lewis, who does his stuff on our great Pioneer Limited was present at the party and was very pleasantly surprised at winning the prize.

The prize award was the climax of a campaign on the part of the members of The Milwaukee Road Post No. 18 and their many friends for the purpose of raising sufficient funds to carry on such charitable and relief projects as are part of the Post's program.

All men now in the employ of The Milwaukee Road who saw service in the Army, Navy or Marine Corps of the United States during the World War are eligible to membership in the American Legion and are urged to join The Milwaukee Road Post No. 18.

The officers of the Post for the current year are as follows:

A. J. Link, commander.
Joseph Carlin, first vice-commander.
J. H. Collins, second vice-commander.
H. F. Shallanda, adjutant.
Wm. Haddock, finance officer.
R. A. Wittig, chaplain.

YOU EX-SERVICE MEN: We solicit your membership in our Post no matter where on the Milwaukee Road you are located nor the position which you occupy. JOIN the Milwaukee Road Post No. 18 of the American Legion.

A line to the Adjutant, H. F. Shallanda, will bring you information and an application blank. Dues are four dollars (\$4.00) per year. Meetings are held in the club rooms in the Milwaukee Union Depot the second and fourth Monday evenings of each month.

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

D. H. A.

MRS. E. W. BURTON spent several weeks at Los Angeles visiting her son, Harry. She also saw several former Mobridge people while there. On her return Mr. Burton left for California, where he will visit for some time.

Marie Blake of the freight office and Ann Anderson of the dispatcher's office visited their parental homes at Miles City over Washington's birthday.

Jack doesn't like the reduction in freight forces at all. He says: "They pulled off two men and handed me a broom."

Mr. R. W. Reynolds of Chicago, commissioner in charge of the agricultural development and colonization department of the Milwaukee Railway and his complete staff visited the different towns on this division, meeting with the county agents, farmers and live stock men, and instructive talks were given in regard to better methods of farming; also plans made to bring more settlers into this territory. We hope this results in double tonnage for us next year and in the years to come.

Miss Leah Middleton of Miles City is spending a few days at the home of her parents here.

Although we are a little late, we want to congratulate Arvid Arvidson on his promotion to assistant car foreman, and Floyd Brown is now working the day shift.

Mrs. A. E. Kellum, wife of Roundhouse Foreman Kellum, was severely burned when the naphtha solution in which she was cleaning clothes exploded, covering her with flames. She had the presence of mind to wrap herself in a rug, but nevertheless, her hands, arms and body were quite badly burned. At this writing she is much improved and her many friends hope for a speedy recovery.

Our handsome new P. F. I., who, by the way, is a real sheik, has just taken his flivver out of winter quarters and had it all fixed up and ready for use, so watch out, girls!

Mrs. Milt Riffe left for Vermillion, S. D., where she will visit her daughter, Claire, who is a student at the university.

Our genial agent, R. S. Lewis, spent the week-end visiting friends at Aberdeen.

Mr. and Mrs. Frank Schneider are enjoying a visit from Mrs. Schneider's mother, Mrs. A. Podore of Menominee, Mich.

After all the excitement of the district and regional basketball tournaments we can now settle down to normal again.

W. M. Vanderley has returned from Los Molinas, Calif., and is back on his old job as night baggageman. Van is always glad to get back to South Dakota in spite of the fact that his home is in sunny California.

Among the out-of-town visitors who took in the basketball tournament were Mrs. Sam Hunter of McLaughlin and Mr. and Mrs. O'Hern of Wapakala.

A fine loud speaker has been installed in the dispatcher's office for the trick dispatchers.

P. K. Neger, stockyards foreman, has been ill for two weeks with an attack of measles.

Mr. E. L. Cleveland and A. F. Manley attended the staff meeting at Miles City.

The Kruger Bros. of Aberdeen have been busy filling our railway ice house, the ice being shipped here from Big Stone Lake.

Dubuque Division

E. L. S.

FRANK MEYER has been released as general foreman at Escanaba, Mich., the season's work being finished, and is now in Dubuque awaiting orders to handle a special pile driver crew, which will be employed in territory of several divisions, both in southern and northern districts.

The Milwaukee Railroad Women's Club held a dance at Canfield Hotel, Thursday, February 20th. Not a very large crowd, but "a good time was had by all."

The B. of L. E. held a very successful dance at Parkside Dance Hall, Monday, March 3rd. Over 100 couples were in attendance.

Norbert Riley, at one time employed as a clerk in superintendent's office under J. W. Stapleton, called at Dubuque offices March 5th

and shook hands with some of his friends. He is now employed as a freight agent at Oelwein, Iowa, for the C. G. W.

Dubuque Division Conductor W. A. Cutting, of LaCrosse, retired on pension February 15th. Mr. Cutting headed the seniority list of conductors with a date of January, 1881. We will miss Mr. Cutting's cheery calls at superintendent's office, but hope he will drop in to see us once in a while now that he is a man of leisure. His run on 33 and 38 has been taken by Conductor R. H. Kearney.

Mrs. Geo. Wacker, wife of B. & B. Foreman Geo. Wacker is still a patient at Mercy Hospital, where she is undergoing clinic treatments and observations. We hope she will soon recover sufficiently to return to her home.

Max Meyer, B. & B. foreman in place of A. McGuinness, deceased, is making splendid progress with his new duties.

Several of the male employees in superintendent's office were recipients of comic valentines and they haven't found out yet who sent them. Why not confess up, John A. of Chicago, or Bill S. of Dubuque freight house?

Former Trainmaster G. H. Rowley, now trainmaster on Madison Division pleasantly surprised us one morning in February when he dropped up to see us while he was en route to Madison.

Ferris Cooper, superintendent's office, was in Cherokee, Iowa, visiting relatives February 22d and 23d.



THIS is a picture of Dubuque Division Conductor Wm. A. Cutting. Mr. Cutting heads the conductors' seniority list with a date of January, 1881, and holds a record of running a train the longest of any conductor on this division. He started railroading as a station helper at Lansing and in the year 1880 entered service as a brakeman with this

company, promoted to conductor in January, 1881, and has held that position almost continuously up until recently when his health failed him somewhat. During February of this year, he retired on pension at the age of 74 years, March 3rd.

In 1882, Mr. Cutting was married to Mary Bock, sister of Agent Ed Bock at New Albin. They moved to La Crosse shortly afterwards where together with their daughter, Edith, they are still residing.

Mr. Cutting will be missed on his runs on No. 33 and No. 38, as he was well known for his pleasant and courteous treatment to his patrons, and above all his cheerful, happy disposition. We know that he was loath to give up his work, but feel that his health will benefit thereby.

Northern District Car Department

M. J. K.

HELLO, EVERYBODY! Here we are on the air the first time and we promise to be with you each month from now on.

District Master Car Builder F. J. Swanson will complete his first year, March 15th, in the Northern District, with headquarters at Minneapolis. How time does fly! Mr. Swanson completed his twenty-fifth year in the Car Department, the 26th day of December, 1929.

The Northern District Car Department, with 15 car points and 709 men, had one no time lost injury in February, 1930. Not so bad.

S. Hollingsworth, foreman, light repairs, at Minneapolis, with a force of 62 men, reports having had one minor injury and not a reportable or lost time injury this year. Thanks to the men for the co-operation in making this record.

R. Hughes, mill foreman, Minneapolis, comes with the good news that the mill has been operating for two and one-half years without a single injury.

Minneapolis Shops Car Department co-operative meeting of March 4th was honored with a short visit by Messrs. J. T. Gillick and K. F. Nystrom. Mr. Gillick earnestly expressed his interest in the opinions and suggestions offered by the members and wished the good work continued.

The two Graces—Tuttle and Hammerot, reported having had a very pleasant time in Chicago, February 22nd, week-end. They were entertained royally and really "saw" Chicago.

Carman Stenzil Peterson at South Minneapolis returned to work March 3rd, after spending three months in Los Angeles, Calif.

Tal Hughes, chief clerk to G. Larson, wishes all of his friends to know his health is much improved. He is always glad to greet everyone who comes to Minneapolis.

J. E. Buell, foreman, Minneapolis coach yard, says: "We have not as yet heard the birds singing but have noticed that the exterior cleaning of coaches has started. This is a good indication of the approaching of spring.

Goldie Bross, little daughter of C. O. Bross, car foreman at Mitchell, S. D., is confined to the hospital on account of a bad case of pneumonia.

In connection with accident prevention, District Master Car Builder F. J. Swanson has the following message to all Car Department employees in the Northern District:

"Effective with January 1, 1930, all departments have been placed on a competitive operating basis as far as accidents are concerned. Each supervisor will be held accountable for each injury and a record will be kept by the office of the superintendent of Car Department, as well as the office of the manager of safety, covering each case; fifteen points chargeable for fatal injury, five for reportable injury and one for lost time injury. So far the Northern District this year has fifteen points lodged against it due to the unfortunate accident occurring at the Minneapolis Depot. It is hoped that each supervisor will take accident prevention to heart and will consider it the most important operation they have to contend with and do everything possible to redeem us for this accident, and see if we cannot lead all of the other departments at the end of the year."

Red Hot Coals from the Racine and Southwestern Division

Leonard J.

HARVEY S. ROWE has received the appointment of traveling engineer, succeeding Dave Magnuson, promoted. Harvey started his rail career with the "Milwaukee" as roundhouse helper and call boy at Milwaukee in 1902. In 1905 he went on the road firing, and stayed at this until 1909, when he received his promotion as engineer. He held this until March 1, 1930, when he received his new title, traveling engineer, in charge of the Racine and South Western and Madison Divisions. Your many friends on this division wish you success in your position, Harvey, and trust you will continue to climb the ladder. Harvey's father is an engineer on the Southwest Limited, and brings the trains through on time, so 'tis plain to see whence the ability of the son is derived.

The Beloit Chapter of the Milwaukee Women's Club are quite happy over the financial success of the dance given on March 1st, by the contributing members. They were presented with a check for forty-six dollars and twenty-five cents (\$46.25). Trainmaster Woodworth and Ticket Agent Lightfield were assigned as a committee of two to take charge of a regiment of plates and cups. Total time consumed in making the proper cleanup, about one hour and twenty minutes. The coffee served was delicious, made by no other than our inimitable Mr. Raue. And the doughnuts. Oh, boy! Donated and made by Mrs. J. L. Bauer. Geo. Brinkman proved to be the life of the party, and his efforts in making the evening enjoyable were appreciated. We also wish to thank our roundhouse friends for their assistance, Ray Nevins and Eddie Ruck. LET'S GET GOING ON THE PICNIC. ALMOST forgot to say we were extremely pleased to see our friends from Rockford. We never knew how many nice looking girls they had there. Mr. Houston you are holding out the information on your fair ones. When are you going to invite us down?

Wm. Johnson, our efficient fireman, announces the arrival of a baby boy at his home on January 27th. Weight, 8½ pounds; name, Charles Cletus. Mother and boy doing fine. Johnson says he intends to teach the boy rail-roading.

"Red" McClure, valet for Agent V. C. Smith at Delavan, has taken unto himself a new Ford. This flaming chariot should bring the boy recognition among the night clubs of Delavan.

You, no doubt, have oft read the sign, "I'd walk a mile for a Camel." I have just learned that Matson, the captain of the gas car, walked a mile for five gallons of gas. Consequences—right and left arm very sore and lame, short on cash \$0.83. Service to the patrons can not be measured in dollars and cents. Frank you are to be complimented on your initiative in starting out on this dark and dangerous trip. But it brings to the light the words of the writer: WHY NOT BUILD GAS STATIONS ALONG THE RIGHT-OF-WAY?

Maas, the boy wonder from Forrester, has a great habit of doing favors. Now one particular event comes to mind. He was at the dispatcher's office one evening conversing with his landlord, Butler, and as bed time approached he thought he'd meander home, and on his way out thought he would help Mr. Butler out by taking his lunch bucket home. So far, so good, but one Mr. Mallock came in about midnight to get his lunch. Lo and behold, it was gone. Telephone—Taxi—50 cents—thanks—eat lunch—Bill Maas X?:XXXXDD????..*****

Several of the employees at the superintendent's office took advantage of the Washington's birthday holiday, and hied to the city. Mr. Keoster had a very nice time seeing all the talkies.

Our new Milwaukee bus was put into operation between Rockford and Davis Junction on February 16th and no imported car could be easier to ride in. We know because we have already tried it out.

Quite a few of our girls have joined the long dress brigade and Mr. Johnson is still deliberating as to whether he will follow this style's trend.

Clara said, "I am sure going somewhere on Washington's birthday," so off she went to Chicago.

Mr. Johnson, Mr. Houston and Mr. Callahan and Abraham, the latter two of the Western Weighing and Inspection Bureau, were in attendance at the Division Claim Prevention Meeting at Freeport on February 28th. We wonder what happened to the Ford.

John Shanahan has been spending the week ends with his folks at Hampshire and inci-

Send for this free booklet



SIR WALTER RALEIGH had a hunch that pipe-lovers would welcome some practical hints on how to take care of a pipe. It was a good hunch. Thousands of pipe smokers have sent for this free booklet.

It tells you how to break in a new pipe—how to make a good pipe smoke smoother and sweeter—the proper way to clean a pipe—and gives you many worth-while hints on pipe hygiene.

If you haven't sent for this booklet, write for a copy today and find out what pipe-makers and pipe-lovers suggest doing to keep your pipe sweet and mellow. Just write to the Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. 115.

SIR WALTER RALEIGH Smoking Tobacco

It's



milder

dentally hardening his muscles at the wood pile. John's father, by the way, is an old veteran of our road, having served us well for seventy-two years.

Frank Smith, former employe on the C. M. & G. who has been physically unable to take care of his duties in our office is again in the hospital, having gone there about six weeks ago and his old friends are praying hard for his quick recovery.

Oh, joy, Mr. F. O. Schaudies just came in the door. Now, we will have some entertainment. As you don't know the date, we will tell you today is March 6th.

Bill Butler, operator from Beloit, and at one time one of us, dropped in on us March 6th. This must have been visiting day, but really folks we like to see our old friends any day.

Jerry has joined the aristocrats and is now living in a bungalow in the North End. Jerry says, "It is fine 'dope,' but I am losing quite a bit of sleep, but then you can't have everything when you move in such class."

Rockford is to have its first air mail flight Saturday, March 8th, and some of us have already spent our last nickel in order to send a flying message to our sweethearts in various states.

The girls are all going out to Chicken Charley's for supper Tuesday, March 11th, so if you hear groans from the office Wednesday, it won't be because the food was poor, but one or more of us were "pigs."

West H. & D. Division

"Doc"

WE are glad to welcome back Wells B. Geer, of the Baggage Department, and William Reed, of the yard force. These two with their families spent the month of January in Sunny California. They report a most enjoyable time while on their vacation.

During the recent convention of the South Dakota Hotel Association in the Hub City, Mr. Rector, director of cuisine of the Milwaukee, was the principal speaker. Mr. Rector also visited the division officers and lunch room.

The traveling ticket agents of various railroads met in convention at the Alonzo Ward hotel during February. Our Ticket Agent Don Owens, and Division Freight and Passenger Agent O. F. Waller, had charge of the arrangements. From all reports it was a very successful convention and all enjoyed a banquet before its close.

During the recent American Legion play "Is Zat So," we found in Master Mechanic Hopp's office an actress of no mean ability. Miss Alivia "Dibby" Rehfield was the find, and she gave a splendid portrayal of her part.

We are glad to welcome Mr. Evan Hall of the Agricultural Department of the Milwaukee to our forces and to the Hub City. Mr. Hall has a fine office fixed up next to Mr. Waller's office. He has also been the speaker at several noon-day meetings of service clubs in the city.

The city office of the American Railway Express Company has been moved to the Milwaukee depot. The dining room of the Interstate Lunch Room has been completely remodeled in the south half for their occupancy, a wall having been erected separating the two in record time, by Chief Carpenter McCarthy's forces. Mr. A. J. Hart is the local agent for the express company.

The many friends of J. B. Frink, Sioux City messenger, are glad to see him back on the job after being laid up for seven weeks due to an accident on the streets of Sioux City. Frink says you can't keep a good man down. Be careful, old-timer, Sioux City is getting to have an awful reputation.

Page Forty-four

Mr. T. B. Hammill, traveling agent, is stationed in the Hub City and has his office in with Mr. Hall. We are very glad to welcome him to the family circle.

The Aberdeen slogan for this month is "Think and act safely, and boost The Diamond Ball Team."

Everyone was passing remarks about the weather during the first twenty-seven days of February. All said there was no use in going to Florida or California, but on the twenty-eighth there was a different story. Overcoats, rubbers and mittens were brought from closets and pawn shops for a blizzard was in our midst. It sure did pile up and the autoists were darned glad to ride our trains. It took several days to get over the effect of the storm. Mike Skord no doubt can tell you something about it.

The past month has brought us some very interesting and instructive Safety First, Courtesy and Traffic meetings, which were held in the cozy women's club rooms. They were well attended and all secured some benefit from them.

Nearly every one has read the bulletin sent out by Mr. Gus Reuland regarding the Milwaukee Diamond Ball Team of which he is business manager. Every employe should back this one sport and if we do there is no doubt that the city championship trophy will rest with our boys. We will tell you more about it later.

Congratulations to Mr. Lawrence, of the Engineering Department, who decided that two could live as cheaply as one. He was recently married to a young lady from Minneapolis, and they spent their honeymoon in Florida and along the Atlantic seaboard. The newlyweds will make their home in the Hub City. We all wish them a happy and useful life and may their troubles all be little ones.

Master Mechanic Hopp's chief clerk, Mr. H. W. Murphy, is all smiles these days over the fine new office fixtures, which recently arrived. He has a nice little office now.

Way Back When

In riding over the division on No. 3 one night—the 23rd of February it was—Engineer Starbeck, in conversation with some other Milwaukee men, recalled that just 24 years ago, February 22, he was coming down into Ortonville with engine 64, on the Fargo Line. He tipped over the hill and shortly after found himself and 28 cars off the rails, but all upright. He was running extra, and could not make Trainmaster Melin believe he was running only 10 miles per hour at the time of derailment. A section foreman, so it was said, had changed out a rail, and the next day being a holiday he left the job of putting in a new rail until the day after, apparently having no knowledge a train would be running on Washington's birthday, hence Starbeck and his 28 cars found a gap in the usual order of things and proceeded to bridge it.

On February 22nd last, Starbeck was coming into Ortonville on No. 406, arriving at 11:40 p. m., with engine 905, Conductor Curtin, Brakeman Hausauer and two cars. He said that just as he topped the hill the thought came to him that point was just where he went off the track 24 years ago, and unconsciously he shut off and slowed down until he had passed the spot.

We find that 24 years ago B. F. VanVliet who is now superintendent at Des Moines, was superintendent of the H. & D. Division. Mr. F. M. Melin was trainmaster. The latter resigned in 1918 to take a managership with the Thompson Yards Lumber Company at Minneapolis.

Coast Division

"Kirk"

THE annual ski tournament was held at Cle Elum, February 15th, and was supposed to have been witnessed by the Misses Daisy Webb,

Florence Hall and Mrs. Ruth Fullerton, but after the young ladies had walked several miles in the snow and slush and wished they had worn their hip boots they turned around before they came in sight of the tournament and walked back to town. 'Stoo bad there wasn't some nice young man with a car to show them the sights. Better luck next time, girls.

Miss Leona Kelleher, formerly of Mobridge and Deer Lodge, has transferred to Tacoma, and is now working for Mr. Kroha, at the Store Department.

Our station red cap, Roy Takahashi, is the proud papa of a baby boy, 6½ pounds, born March 3rd. I forgot whether they said that was the tenth or eleventh Takahashi, anyway, they don't believe in race suicide. I'm here to tell you it will take a lot of hash before they are able to take their own.

Operator Ray Grummel, who has been in the hospital for some time with a stomach ailment, is much better and understand that he is now able to return home, where he will have to rest and recuperate. With all the lots full of small boys with the old ball and glove it won't be long before Ray will be giving the sports writers all the dope they need for their daily write-up.

Fireman and Mrs. Earl Cade (the latter formerly Miss Margaret Connelly, of the Car Department, whom lots of you will remember), have a new baby girl in their home.

Our Local Agent, F. J. Alleman, has just qualified as an authority on soups. Any kind you might mention, he knows all about it and who makes it best. It's funny, too, because he doesn't like soup; that is, he doesn't any more. The reason is he just had all his teeth pulled and about all the nourishment he got for some days was S O U P. Says he is going to make up for lost time though, when he gets the Sears & Sawbuck set.

Glad to report that Mr. W. L. Hubbard, general foreman of substations, is back on the job the first of this month and looks good, too. Guess the stay in California has done him a lot of good, hope so. This puts Doc Yak back to the position of consulting engineer, or what have you.

Herb Davis and Doc Evans have been trying to acquire the art of catching salmon and salmon trout in imitation of Harry Yons of the Engineering Department. Harry shows them how, even baits their hook for them and then rows right alongside of their boat and catches all the fish and all Herb and Doc get is sore arms and a lame back. Harry will catch as high as 17 while the other two are acquiring sore muscles. But then Harry is a bug at it; he even keeps a book and can tell you just how many fish he caught on any one day. I believe there was just three times during 1929 that he failed to land at least one. That's a record to shoot at, boys.

Business is looking up, showing an increase of about 20 per cent, but still is a long way from what we would like to have it. Seems like it never is just right; either have too many cars and would like to get them loaded or else we have the business if we only had the cars. Had another baggage car full of goldfish on No. 16 the other night for the east; attendant in charge and all the frills, but who wants to be a gold fish.

Messrs. Gillick, Anderson, Nystrom, Kelly, Penfield and Shea; accompanied by Messrs. Buford and Middleton, arrived at Tacoma on No. 17 the 8th, visited the shops and terminals, afterwards going to Seattle.

E. P. Allen, signal supervisor, and son, are making a trip to Chicago and expect to be gone about ten days.

Jack Desmond has joined the plutocrats; his job was pulled off, so Jack is making a trip

back to the old stamping grounds of Birmingham, Ala. Tell me how you do it Jack, I haven't been back for many a day.

Regret to advise of the death of Brakeman Harry L. Stone, March 1st, at his home in Tacoma. Stone, as he was familiarly known, had run on the T. E. for a good many years, but lately had been off on account of ill health and had also suffered a broken bone in his foot. The sympathy of the Coast Division employes is extended Mrs. Stone and family.

The Transportation's Bowling Team from Tacoma traveled to Seattle the other night to lock horns with the bowlers from the Transportation Department of Seattle. They stood even up at the end of two games, each won a game and tied in the number of pins, but Seattle nosed the Tacoma boys out for the last game. Why don't you get the Seattle boys over to Tacoma once in a while? Might help.

Wisconsin Valley Division Notes C. L. F.

THERE'S an inexperienced understudy handling the Valley Notes for this issue and most anything might happen. If the wrong "Mr. and Mrs." get credit for the babies, etc., we'll make an attempt to straighten that out in a future issue of this Magazine.

Mrs. Atkinson, our regular Valley correspondent, has been away from the office for a few days on account of the illness and death of her father, Mr. Peter B. Godard, who passed on to the Great Beyond on March 7. We join in expressing our sympathy to Mrs. Atkinson, to Bruno Godard, and to the other members of the family.

Mr. Frank H. Pon, Sr., the oldest member of the Bethesda Shrine, White Shrine of Jerusalem, was honored on March 10th with a party at the Masonic Temple.

Car Foreman John Zander says he is feeling fine again and is back on the job. Glad to see you around again, John.

Engineer E. J. Reinhold has had his tonsils removed and is getting along nicely.

Mr. Conklin and Mr. Wheelock drove to Merrill on business. They said their wives knew about it, so we guess it was really business.

Mr. and Mrs. Leslie Staegle, at Babcock, have a new baby boy. Congratulations, Les.

Chandler Boettcher, baby son of Division Engineer L. R. Boettcher, had the misfortune to fall against a hot stove and severely burned his hands. The little fellow is recovering from his painful experience and the injuries are healing nicely.

Mrs. Felix Slomske slipped and fell on an icy walk and suffered a broken leg. She is recovering very well though and we hope to see her up and around as well as ever, before long.

There was a very fine attendance at the Courtesy Meeting at the Women's Club Room on Friday afternoon, February 28. Special mention was made of a letter from the local post office department praising the uniform courtesy and effort to please on the part of our Wausau ticket agent, Mr. F. L. Hudson. We are surely glad to receive this message and are proud of the fact that Mr. Hudson is a "Milwaukee" man and that his conduct is so notably praiseworthy.

Here's another big boy, nine and one-half pounds, born to Mr. and Mrs. George Ruder on February 27. We are glad to hear of your good fortune.

Dennie Bryan doesn't care how fast he goes nor where. But that poor car of his wouldn't stand the gaff. He busted a street car and two or three oncoming and forthcoming autos in five flat. Four of the five were flat tires and the fifth was by his watch.



From Tallow-Pots to O.R.C.'S You'll find them in "U. S." Patrols

Whatever their job, railroad men find that "U. S." Blue Ribbon Patrols give them what they want—

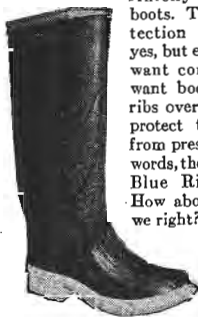
Comfort—and just as important—*wear* they can depend on. That's why they choose "U. S." Patrols.

"U. S." Patrols are heavy rubbers for extra hard service. They are made of very durable black rubber with a blue net lining. There's an extra heavy sole and a bumper heel that takes every kick-off without complaint.

The reinforced vamp gives added strength where it's most needed.

The blue bind at the top should be a signal for you to stop and buy the genuine "U. S." Blue Ribbon Patrols.

Men in bridge gangs have to wear boots most of the day. So they're finicky about their boots. They want protection and warmth, yes, but even more they want comfort. They want boots that have ribs over the instep to protect the big veins from pressure. In other words, they want "U. S." Blue Ribbon Boots. How about it? Aren't we right?



MADE BY
United States Rubber Company
The World's Largest Producer of Rubber

"U.S." BLUE RIBBON heavy footwear

The experience got Dennie's dander up and he bought himself a brand new Chevvie, so he can hit 'em faster and harder the next time they get in his way.

We don't know just what Lester did with his old car, but he is sporting a new Chevvie, too.

We just received word that Jake Horn tried deep sea fishing the other day and landed a whopper. We can't tell you what species the fish was, but Jake wouldn't stop with anything less than whales, so it must have been a whale.

Engineer and Mrs. W. F. Krause have received word that their son, William F. Krause, Jr., a senior at the University of Wisconsin, has been appointed captain in the University Reserve Officers' training camp by Major Tom Fox, Commandant.

Mrs. Lennert recently had a tumor removed from her hand and later underwent a major operation from which she is rapidly recovering.

Jimmie O'Brien has a new form of spring fever. We don't know whether Jimmie thought he was parachute jumping or high diving. Anyway the other night he used the bed spring for a jumping off place and the floor became his destination. He got there—and how??? Just ask some of the enginemens about it, but better wait until Jimmie isn't around. It might be safer that way.

We are told that the Fishermen's Special Train, Nos. 51 and 52, will be back in regular service after June 19. There will be a few special trips a little earlier in the season to take care of week end parties. These runs will be made as follows: Leave Chicago on May 29 and return June 1; leave Chicago June 6 and returning June 8; and leave Chicago June 13 and return on June 15.

Mr. and Mrs. Matt LaSage are proud of a baby arrival at their home. Sorry we didn't get all the details but we are surely congratulating Mr. and Mrs. LaSage.

Station WLE

Harriet

RS and CP Aim

WE OWE thanks to PFI W. R. Wilson, Western Avenue, Chicago, for the good aim toward continued success of Refrigerator Service and Claim Prevention, expressed in the following:

- R—Stands for a record,
Let's all do our stuff.
- S—Stands for safety,
It cannot be bluffed.
- And—"F" does not belong here,
But it stands for first.
- C—Stands for caution,
It helps in our work.
- P—Stands for perfect,
Let us all try to be
And make our department
Proud of W. L. E.

WELCOME

To our new co-worker, Miss MacDonald, employed in the capacity of check clerk.

FASHION DECREES

An even hem-line for women's Spring wear. That phrase certainly will satisfy Mr. Buchanan. Like most men, he thought the uneven hem-line (those hunks of material dangling around girls' angles), a queer sort of style. Even for that, the boys of today get the breaks. When Mr. Buchanan was a boy the following was intoned to the tune of "Comin' Thru the Rye."

If a body meet a body
Coming through the slush.
If a body see's a body's
Shoe tops
Need a body blush.

SOUTH MINNEAPOLIS

"The Milwaukee Boys," Miskimins and Lindquist, on the South Minneapolis wave length came in strong and we certainly are pleased to tune in.

A hot wire received from PFI Fred Johnson, Montevideo: "Please look 264 train over for 1918 book lost in bunker." Call it luck or what you might, Inspector Lindquist found the book in a bunker under the ice racks and got it going back to Montevideo on 263 the same day.

Inspector Bert Lindquist served notice that he intends to leave the service the first of April. Understand the lucky fellow is taking unto himself a bride and along with her a dowry of 160 acres of Minnesota farm land. We offer congratulations and wish him the best of luck and are sure he will be successful in farming and the new undertaking.

Another test was run from New Orleans to Winnipeg by the Fruit Dispatch Co. and the Illinois Central Railway. Our line handled two cars equipped with test equipment, from Dubuque, Ia., to St. Paul, Minn., where they were turned over to the Northern Pacific Railway. Mr. G. B. Green of the Illinois Central Railway and Mr. Kenneth Pepperdene of the Fruit Dispatch Co. stated that they were even more pleased this trip than with the other test, as the weather conditions were better. It turned cold, and from all weather reports they got plenty of cold weather before they reached Winnipeg.

During one of our snow storms this winter, Dr. Bakken, relief inspector, could not get his new Plymouth started. However, one of the boys helped him get it started and Doc was so tickled that when he started to drive away he headed into a big snow drift and had to be towed out. Thanks to the boys at South Minneapolis for coming to the rescue, or he might be sitting there yet. How about it, Doc?

Understand PFI Phil Anderson fell into a big puddle of water when loading heaters near the fruit house. His helper seemed to think the way he was crawling around in the water that he is training to swim the English Channel. How about it, Phil?

Col. Wall, otherwise known as Major PFI at St. Paul New Yard, is a steady caller at South Minneapolis every Monday. That being his day off, he evidently is working on some big proposition in the interest of the Refrigerator Department. Glad to see you come around, Major!

Oh, Oh!

We tune in "On the Line" and hear the voice of S. F. Philpot saying, "Here's some hooley." Thanks, Mr. Philpot, we take hooley, apple sauce, banana oil, thinly or thickly sliced baloney. Laugh producers are the best tonic.

Inspector Bradford says even if he didn't have to pay for his lunch, he couldn't afford a taxi to get it with. "Old Brad, he's not so bad."

The "gang" voted that it was some lunch W. L. E. gave them and they certainly appreciated it. Otto Stainer suggested that if it ever happened again, how about that place by the swimming pool with a few mermaids thrown in? Bet Otto wears a one-piece bathing suit, eh?

Well, we didn't get to see Inspectors DeGarmo and Smith this time, but hope we will next time. Art can't have the country, "where, when the tide is out, the table is set."

We understand E. J. Sullivan has been practicing to see if he would fit into a bunker. A fellow could diet a bit if necessary, eh E. J.?

We still think it was just a frameup about the engine losing a couple of main rods and

H. A. W. and W. D. M. were holding out somewhere showing up at noon.

We want everyone to know and understand that Art Phelps has quit the Pit Bulls and is now in the Boston Bull business. You understand this is a dog business referred to.

MASON CITY

We push up our dial a few notches and luck is with us; here comes the voice of PFI D. C. Bolton of Mason City.

Mr. H. A. Wicke, assistant manager refrigerator service and claim prevention, was at Mason City on February 25th attending staff, traffic and operating, and claim prevention meetings. Mr. Wicke gave an interesting and instructive talk at each meeting on the prevention of claims and we were all glad to have him with us.

Mr. and Mrs. Donald Bolton and daughter, Catherine, visited old friends in Madison, Wis., on February 22nd and 23rd. Donald had a good talk with PFI C. E. Mahaffey. Mr. Mahaffey stated aeroplane service between West Yard and Oscar Mayer Co. was very good.

Consolidated Hooley

The boys' lament: A horse, a horse, my kingdom for a horse! But what's that got to do with a fellow who craves a smoke?

Questioner: Mr. King, what kind of cigarettes do you smoke?

Mr. King: Not particular, Old Golds, Helms, Luckies, Pall Malls, etcetera—Everybody's.

Somebody says Don throws the hooley about having ten phone calls every evening. Oh, yeh. You see, they're not afraid of him now. What's 97 to knock down?

While running for a street car, determined to get to the office on time, Miriam, she faw down, skinned her knee and ruined one new hose. The other now on sale, cheap!

Milly, too, faw down and go boom on the queer spiral stairs in the center of the building. Al, our courteous Sir Walter Raleigh the second, rushed to the assistance of the lady, wiped his brow and remarked, "My, you weigh about 250 lbs.!" Milly cracks back, "You're 50 lbs. off, I weigh 300 lbs.!"

Notes from the Local Office, Tacoma

R. R. T.

JACK SMITH, perishable freight inspection, has quit railroading and gone to steamboating, having accepted a position with the Puget Sound Freight Lines, operating a number of freight steamers between various points on Puget Sound and more especially handling large quantities of pulp from Shelton over our Dock number two, of which they have leased the south half. Jack has made many friends among the Milwaukee people in Tacoma by his friendly ways and efficient service and they will wish him continued success in his new occupation, being pleased to note that it has already given him a substantial increase in salary. Jack has especially been one of the mainstays of the Milwaukee Athletic Club as player and manager and the club will no doubt miss him very much, having at the same time lost the services of its energetic publicity agent, "Dinah" Loewenstein, who has also severed her connection with the Milwaukee and is now with the Weyerhaeuser Timber Company. We certainly miss her picturesque, but charming personality and her unique, but effective advertising.

There have been quite a few changes back and forth of late, due to temporary reductions and subsequent increases in forces. "Bill" Court, who graced the local office until he bid in on one of the interchange jobs at our

neighboring village of Seattle, came back to Tacoma and for a few days was on the tide flats industry checker job, but is now on as puddle-jumper on the graveyard shift at the yard which gives him a little more time to attend to the ever-increasing business of his two-bit delivery service, Bill being apparently able to get along with about three hours sleep per day. We were glad to welcome him back to our (?) city and hope he will be able to keep Captain Jinks away from the yard during his shift. Bill Stubbs, who was displaced as industry checker for a few days, as related above, is back on the same job again, wearing out his sixteenth pair of shoes since he started work on it. Bill had fondly hoped that the patrons along his route might have missed him during his temporary absence, but was much disillusioned when one and all inquired how he had happened to get out of jail so soon.

Andy Norwood tried industry checking for a few days and developed some blisters on his feet, so he was glad to get back on his old job on the first yard trick, even though he has to take his Sunday on Monday.

Kennie Alleman, who was on the messenger job for a few days, is back on the second trick in the yard, although this interferes somewhat with his social activities.

Mr. Ralph Bement, assistant agent, is now riding around as proud as Lucifer in a brand-new Buick coach—that is, almost as good as new. It is really a beauty and makes the old Cleveland look like thirty cents; however, Ralph says he will have the old wagon fixed up and use it to come down to the yard with, just to show that he is not proud.

Everybody is signing up the vacation schedule now and during lunch hours the Railroad Guide is in considerable demand. Some of our people evidently contemplating lengthy rail trips. It is certainly something to look forward to and we hope everybody will have a good time.

Mr. Alleman, our genial agent, wears a sort of drooping and melancholy expression around his mouth these days, due to having had his teeth extracted. However he expects that his health will be greatly benefitted by the new store teeth when he has them; besides, it will be easier for him to take a bite out of a delinquent if there should be occasion for it.

S. M. East V. J. W.

SPRING has evidently arrived, as Operator "Baldy" Gifford has returned from his annual migration to the sunny south.

If you think there is no disadvantage in owning two pairs of pants get Dispatcher C. M. Aughey's views on the subject. The keys to the rear door of the freight office checked short for several days until the information leaked out the C. M. A. was the lucky (or unlucky) owner of two pairs.

Earl Wood, of Freeborn, and Edwin Martinson, of Granada, passed examinations as operators on the S. M.

Cupid spent a busy month around the Austin terminal. Perishable Inspector A. G. Porter and Miss Ethel Woodfill, of Austin, were married February 18th, and Yard Clerk Lloyd Mar-daunt and Miss Leonora Wilmarth followed suit, March 1st. Congratulations to both couples.

While we enjoy constructive criticism we must also beg to inform one of our critics that we find two ways of spelling some words.

Chief Dispatcher and Mrs. R. E. Wood, of Madison, S. D., were in Austin, Sunday, March 9th, to attend the funeral of R. G. McCoy.

We are indeed pleased to hear that Section Foreman John Nelson, of Rapidan, is up and around again after his recent illness.

We are also glad to know that Tony Blow, relief foreman at Mankato, is back to work after three months' illness.

Friends of Ronald G. McCoy were much shocked and grieved to hear of the accident which resulted in his death near Pipestone the evening of March 6th. His car left the grade and overturned several times and the first witnesses to reach the scene found that Roland had been killed almost instantly. His body had been thrown through one of the rear windows of the car. Mr. McCoy was at one time a brakeman on the S. M. and for the past several years had been a salesman representing Hormel & Co., in the territory out of Pipestone. Deepest sympathy is extended to the bereaved widow and daughter, parents and brothers. Ronald was the son of S. M. Passenger Conductor and Mrs. R. C. McCoy, and was a brother of Conductor Ralph, Bill Clerk Robert, and Weighmaster Curtis McCoy, all of Austin. His wife will be remembered as Martha Mork, daughter of Car Inspector Tom Mork of Austin. The funeral was held at Austin, Sunday, March 9th, with the Masonic Order in charge.

Machinist Bert Elefson of Austin Shops is taking a three months' leave of absence, April 1st, and is taking over a tract in the Hollandale district. This should mean increased car loadings this fall.

The month of April marks the first anniversary of the troop of Boy Scouts sponsored by the S. M. Division Milwaukee employes, and we are justly proud of the showing made during the past year. The troop has grown from an original membership of 10 to the present 19 very active boys under the leadership of Scoutmaster J. Harris Igou and Junior Assistant Scoutmaster Arlo Jordan. Arlo is also an Eagle Scout. The interest the boys show is attested by the fact that 12 of the boys have passed their tenderfoot tests and received much favorable comment from Scout officials in the city. The troop is known as troop five and is represented in the City Junior Scout Council by LaVerne Everson and Harold Ondrick. The council is composed of two scouts from each troop in the city to promote civic and scouting activities. The troop is entered in the city Scout Basketball Tournament as a class B entry. The sponsors of the troop appreciate the interest shown by the boys and hope to be able to secure for them a more suitable meeting place in the near future, a place where they can display some of their handiwork. The following boys comprise the present enrollment:

Rattlesnake Patrol, Warren MacLaren, patrol leader; Willard Kilgore, LaVerne Everson, Harold Ondrick, Floyd Viall.

Flying Eagle Patrol, Robert Olson, patrol leader; Herbert Berg, James Underwood, Philip Bernatz, Floyd Tobar.

Cuckoo Patrol, Wesley Igou, patrol leader; Richard Williams, Dean Williams, George Peck.

Hound Patrol, Robert Zook, patrol leader; Robert Bulger, Robert Scott, Melvin Orr, William Hartman.

Joint Agent J. O. Woodyard and Clerk LeRoy Loesch of the force at Hollandale, took a short leave of absence, March 1st. Mr. and Mrs. Woodyard visited with relatives in Florida and Roy returned to his home in Oldham, S. D. Operator R. Hickman and Clerk Vernon Blanchfield relieved them.

Reports reach us that Manager L. S. "Silent" Jackson is encountering some difficulty in signing up ivory for the coming diamond-ball season. We have assigned "Tang" to get us some dope for our next edition.

Section Foreman Carl Weber at Winnebago has been laid up for the past month.

The boys at the freight office recently received an anonymous communication and they have asked that we advise Mr. Rafferty (John Gilbert), of Mobridge, S. D., that they found his photo accompanying the note.



Hear Foreign Radio Stations Direct!

Without Dependence on
Local Re-broadcasting!

"PILOT SUPER-WASP"

Short Wave and Broadcast Receiver

RANGE 14 TO 500 METERS

In Kit Form for A.C. or Battery Operation

Widen Your Circle of Entertainment!

Your broadcast receiver is useless below 200 meters, but the Super-Wasp, swooping down to 14 meters, and up to 500, unlocks a new world of trans-oceanic radio you never heard before! And you get it directly from the foreign station and not from a local rebroadcast. Enthusiasts report European, African, South American and Australian stations. Music amazingly new. Welcome variety for listeners "fed up" with domestic radio programs! To assure consistently satisfactory operation, Pilot engineers developed the Pilotron P-227, which naturally makes it a splendid tube for broadcast receivers.

See nearest dealer or write direct for details.

Kit K-115: The A.C. Super-Wasp. Use your own ABC pack or Pilot K-111 at \$16.50, specially designed for the Super-Wasp. Power Pack and Tubes Extra **\$34⁵⁰**

Kit K-110: The battery-operated Super-Wasp. Batteries and Tubes extra **\$29⁵⁰**

"PILOT RADIO & TUBE CORP.

323 BERRY STREET, BROOKLYN, N. Y.

Chicago Office:
234 South Wells
Street



San Francisco
Office:
1278 Mission
Street

JOINING THE RADIO INTERNATIONAL GUILD

Costs only 50c and includes lapel pin, certificate and "Radio Design" Construction Quarterly, the Guild's Official Organ. Enclose 50c coin or stamps to Radio International Guild, 103 Broadway, Brooklyn, N. Y.

Name _____

Address _____

City _____

K-M

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.

RABBITS—American Silver Fox (HOGAN STRAIN) and Standard Chinchilla. Raised outdoors in northern Wisconsin. All pedigreed. Prices reasonable. Write Weston Rabbitry, Box 100, Wausau, Wisconsin.

For Sale—A well kept farm of 160 acres with 140 acres under cultivation, balance timber. Good barn with stone basement; Kalamazoo tile silo, 12x35; good granary, corn crib, machine shed, hog house, chicken house; good 11-room house; best of water. Windmill and gas engine attached to pump. Farm well fenced; 1½ miles to P. O., with R. F. D. running past farm; 4 miles to railway station. Good school adjoining farm. One of the best farms in Adams County, in a splendid state of cultivation and all buildings well kept up. If interested write for price and further information. W. J. Sullivan, 160 12th Ave., S., Wisconsin Rapids, Wisconsin.

For Sale—\$200 Edison phonograph and over forty choice records, all in 100 per cent condition, for but a fraction of original price. Would give buyer a great deal of pleasure. Write Mrs. A. I. Lathrop, wife of Local Agent, Wausau, Wisconsin. Address 515 Steubin Street.

For Sale or Trade—A ten-acre tract of fruit land located in sunny Alabama. Eight acres of this ten-acre tract were cleared and planted to fruit, six to grapes and two acres to peaches and pears. The land cost me to clear and plant \$250.00 per acre, but as the land has been neglected for years, we will sell for the bare value of the land, \$50.00 per acre, or trade for Wisconsin property of equal value. Write Neal Gregory, 347 24th St., Milwaukee, Wis.

For Sale—Essex coupe, '29 model, with rumble seat. Black with cream trim. Artillery wheels. In first-class condition. Address Assistant Editor, Milwaukee Magazine, Union Station, Chicago.

For Sale—A lovely home—7 rooms with bath and pantry; modern; 5 acres of land; family orchard of cherries, pears, peaches and apples, besides some small fruit. A beautiful view of lake and mountains, \$7,500—terms. Mrs. A. J. Thompson, Liberty Lake, Wash., Box 45.

For Sale or Trade—My farm of 80 acres a few steps from village; near depot, cheese factory and store. Well improved; \$10,000 of improvements; electric lights; on hard road; close to school. Beautiful location. Land in high state of cultivation. All fenced, hog tight. Emerson Parker, Lafayette County, Dunbarton, Wis.

For Sale—Large two-burner, 1,000-watt unit electric plate, suitable for average kitchen service. Reasonably priced. For further particulars write L. G. Atkinson, Superintendent's Office, Wausau, Wis.

To All Women's Clubs:

A good way to make money and boost your Milwaukee Railroad by selling the Milwaukee R. R. prize song, "The Bells of Harmony," which has been printed and published, for 30 cents per copy, keeping 10 cents per copy on all copies sold.

Clubs can secure these for 20 cents per copy from

MRS. O. I. MILLER
Moberge, South Dakota

For Sale—40-acre farm, 10 miles north of Cedar Rapids; gently rolling land, buildings in good shape. Ideal spot for small farm. Reason for selling, getting tired of milking cows. Apply Herb Klersey, Cedar Rapids.

For Sale—Melody Sax; low pitch; silver plated, gold bell; in case; in good shape; or would consider trade for B-flat Trumpet or long-model Cornet of like value. G. F. Rediske, Slayton, Montana.

For Sale—40 acres of good hardwood land, within ¼ mile of R. R. shops and village of Channing, on Milwaukee R. R. Three-fourths clear, new 6-room house, full basement; modern, with lights, furnace, cistern, 3 large chicken coops (1 tile), 2-stall garage, barn. On good road, ½ mile to high school. Terms or cash. Selling on account of poor health. Make good chicken or fur farm. Cyril A. Mogan, Box 125, Channing, Mich.

For Sale or Rent—Modern Summer Cottage in the Ozarks. The World's Finest Fishing Hole. Accommodations for 6 couple. No mosquitoes. Reasonable rent. Paul Affeld, 720 Bennington, Kansas City, Mo.

For Sale—Baby Chicks from my Winter Laying pure Tancred Strain White Leghorns. Sired by pedigreed cockerels from dams not less than 248-eggs in pullet year. Price for April, May and June, only \$10.00 per 100. L. V. Olson, R. F. D. 6, Austin, Minn.

For Sale—No. 5 Woodstock typewriter, used very little; like new; \$65.00. Write H. B. Held, Passenger Station, Green Bay, Wis.

For Sale or Trade—396 sq. ft. burial plot in beautiful Elm Lawn Cemetery, Elmhurst, Illinois. For particulars, write Wm. R. Donegan, 861½ National Ave., Milwaukee, Wis.

For Sale—1929 4-door Nash Special Sedan; 400 series twin ignition; A No. 1 shape mechanically; \$900.00; run about 3,500 miles. O. A. Laugen, Route 1, Preston, Minn., care of Isinours Station.

For Sale—A No-Knot Tow Rope; patented and made by a Milwaukee employe at Bensenville, Ill. Special rates to employes. Write P. H. Potter, Bensenville, Ill.

For Sale—5-Room Cottage, located at 1328 35th St., Milwaukee, Wis. Price, \$3,800.00 for quick sale, to settle an estate. For particulars, communicate with Frank F. Steiner, 64 38th St., Milwaukee, Wis.

For Sale—Cockerels: S. C. White Leghorns, from the famous Tancred and Hanson large egg strains. Hatched in February and are in a very extraordinarily healthy condition. Will ship about June 1st at \$1.75 each. Orders booked at one-third down. J. H. Barrett, Othello, Wash.

Engineer John Ryel has returned from California where he spent the winter. John also underwent treatment at Rochester and reports he is much improved.

Employees at the shops and roundhouse enjoyed a visit from Engineer Ed Waters recently. Mr. Waters has been in ill health for the past five months.

River Division News M. M.

HEARTIEST felicitations are certainly due Mr. and Mrs. John Linner of Minneapolis on the arrival of a son at their home on Washington's birthday. Various predictions as to the future career of this young American have been given, but Mr. Linner thinks that perhaps he will be in line for President of this great nation some day, too.

Our District Safety First Inspector, Mr. Crooker, has been making various trips of inspection on the division and is most vitally interested in everything that hinges on safety first. He has the heartiest co-operation of everyone on the division.

Mr. Christ Peterson and wife have taken up residence at Wabasha. Mr. Peterson is line-man on the River, C. V. and Wabasha Divi-

sions, and comes here from Webster, S. D. Welcome to Mr. and Mrs. Peterson.

Car Foreman Mr. Christ Behrens has become so absorbed in the mechanism of cars that he purchased one of the latest models of the Ford to study the make-up of that type of car. You won't find roller bearing equipment on it, Mr. Behrens.

Mr. E. G. Reese, agent at Hastings, passed away at his home at Hastings after a short illness from pneumonia. Mr. Reese had been with the company for many years and his family has the sympathy of all employees on the division. Mr. Reese has served the company faithfully and was a most efficient employee.

Mr. F. J. Swanson, district master car builder, called at Wabasha February 27 and visited the car shops.

Since the work has started on the new highway that is to be constructed along beautiful Lake Pepin to Lake City from Wabasha, no doubt Roy Ostrum will start shopping in the automobile market.

Had been wondering why Mr. R. E. Thompson, cashier at Wabasha freight depot, had been wearing such an unusual grin but later learned that his son, William, who is 16 years of age, broadcaster from Station WLGY, Min-

neapolis, on the piano. William has proved very efficient on the piano and is mastering the pipe organ in the same fashion. He expects to give an organ recital over the air from Minneapolis at some future date.

Since Mrs. McGraw had gone to Portland to visit her sister who is ill, Engineer Jerry McGraw decided that he was going to indulge in a recreation that was something new and different to him in the absence of his wife. So he decided to go to the show as a "talkie" machine had recently been installed in the local theater. It was an experience for Mr. McGraw as it was the first one he had attended and Jerry is not convinced yet but that there was someone back of the screen talking.

Mr. A. W. Novak, general boiler inspector of Milwaukee, was a caller at Wabasha and also at Minneapolis. Mr. Novak was a most welcome caller and hope that he will come again soon.

A very convenient booth has been installed in the Wabasha Roundhouse for the purpose of the enginemen registering, reading the various bulletins and educational literature pertaining to Safety First. It is a decided improvement over the former one and the engineers are all much pleased with it.

IN CHRYSLER MOTORS

AS ON THE RAILROAD— "QUALITY FIRST"



RAILROAD men will readily understand what is meant by Chrysler Standardized Quality.

Their own creed puts quality before everything else; there can be no compromise with it.

Quality is maintained on a railroad because there is a central control to set the standards and to see that they are complied with. Each division has its own problems and handles them in its own way, but all are answerable to one authority.

So it is with Chrysler Motors, producers of Chrysler, Dodge Brothers, De Soto and Plymouth passenger cars, Dodge Brothers

trucks, buses and motor coaches and Fargo commercial vehicles. Engineering, manufacturing and purchasing are directed by one central head, which insists that each division shall conform to the requirements of Chrysler Standardized Quality in the manufacture of the particular car or truck that is its product. Centralized engineering insures the best in design. Centralized manufacturing direction insures the best in factory efficiency. Centralized purchasing insures the maximum economy in buying materials.

All of this is translated to the public in terms of value. The purchaser of ANY product of Chrysler Motors benefits from the uniform excellence of ALL products of Chrysler Motors.

CHRYSLER MOTORS

CHRYSLER IMPERIAL • CHRYSLER "77" • CHRYSLER "70" • CHRYSLER "66"
DODGE BROTHERS NEW SIXES AND EIGHTS • DE SOTO STRAIGHT EIGHT
DE SOTO SIX • PLYMOUTH • DODGE BROTHERS TRUCKS, BUSES AND
MOTOR COACHES • FARGO COMMERCIAL VEHICLES • CHRYSLER MARINE ENGINES

F O R • B E T T E R • P U B L I C • S E R V I C E



All branches on the same tree; all growing out of the Chrysler root principle of standardized quality

A N O R I G I N A L
L E E I D E A . . .

It's a Big Thing.



. . . . this idea of putting genuine railroad emblems on Lee Overalls, Union-Alls and Jackets!

Men by the thousands throughout the United States are buying the emblem garments. The spirit of your true American railroader, his pride in his job, in his road is a live, real thing, unequalled anywhere else. No wonder when Lee symbolized this universal feeling, by sewing the official emblem, in official colors, with official good-will and approval, directly on genuine Lee's—the idea went over like a storm!

Remember only Lee's are genuine emblem work clothes and the plan an original, genuine Lee idea. Show your pride in your road, the "greatest railroad". See your Lee dealer today and wear with pride your emblem.

Important note: While Lee Overalls, Union-Alls, Jackets and Playsuits are the world's largest selling line of work clothing, only your railroad's men, (and boys of a genuine railroad family) are eligible to wear your railroad's emblem. Your dealer will ask to see your card.



THE H. D. LEE MERCANTILE COMPANY
Kansas City Minneapolis Trenton South Bend Salina San Francisco

Lee
UNION-MADE

**OVERALLS
UNION-ALLS
JACKETS..**

With
**YOUR RAILROAD'S
EMBLEM ON BIB
O R S L E E V E**



*"Just
Like
Dad's"*

©