

The
MILWAUKEE
MAGAZINE

FEBRUARY, 1930



ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE



RIGHT!

. . . to the second

You'll get a kick out of it every day when you check up your Bunn Special with the official time-clock. And you'll have the satisfaction of knowing the same unfailing accuracy will guard you safely through each twenty-four hours.

The 23-jewel Bunn Special is the crack railroad timepiece. Adjusted to six positions, it has one degree keener accuracy. And by perfecting the exclusive Illinois

Superior Motor Barrel we are able to use a longer, thinner mainspring which will keep the Bunn Special accurate for 48 hours and run for 60 hours on one winding.

Railroad executives and railroad men all know how steadfastly reliable the Bunn Special is. Ask any jeweler who knows railroad watches. He will support all we say about the Bunn Special and show you how easy it is to own one.

Bunn Special, 21 jewels, 10k yellow gold-filled case.....	\$60
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Bunn Special, 23 jewels, jeweled Motor Barrel, 14k white or green gold-filled case.....	75
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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 MEDALIST (left)

17 jewels, rectangular movement, 14k gold-filled.....\$55.00

THE AVALON (right)

17 jewels, 14k solid white gold.....\$65.00



The ILLINOIS WATCH

Established 1870
SPRINGFIELD, ILLINOIS

Announcing *a New* RAILWAY ACCOUNTING COURSE

After five years of research and preparation, La Salle Extension University offers to railway officers and employes a new, complete and up-to-date home-study training covering every phase of railway accounting and statistics.

This training was prepared with the aid and co-operation of the leading railway accounting officers of the United States and Canada. It includes these general subjects:

- | | |
|---|--|
| 1. PRINCIPLES OF RAILWAY ACCOUNTING | 4. RAILWAY ECONOMICS AND FINANCIAL DEVELOPMENT |
| 2. INTERPRETATION OF THE I. C. C. CLASSIFICATIONS | 5. RAILWAY REGULATION |
| 3. RAILWAY ACCOUNTING PROCEDURE | 6. RAILWAY ORGANIZATION |
| | 7. RAILWAY STATISTICAL METHODS |

It is, of course, impossible to give in this advertisement a detailed outline of this training or to describe the service and ultra-modern educational principles and methods which make it so helpful.

Neither is it possible to dwell upon its remarkable value to the railroad officer or employe, but this value has been well summed up by Mr. E. R. Woodson, secretary of the Railway Accounting Officers' Association in his description of this training as

"The Most Advanced Step Ever Taken in the Field of Railway Education"

We have prepared an attractive booklet describing this training and the benefits that may be obtained from it by you.

To introduce the training we are willing to send this valuable booklet free to any railway officer or employe who asks for it.

For your convenience a coupon is provided below. We invite you to find out about this course and how it will benefit you or some one of your associates.

*Simply Mail
the
Coupon*

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Without any obligation or cost to me, please send me the Booklet describing your new Railway Accounting Course and telling what it will mean to me.

Name..... Age.....

Position..... Railroad.....

Address.....

Savanna Chapter

Ethel K. Heck, Historian

ON December 11 a Safety First dinner was served by our members in the club house. There was an unusually large attendance at the dinner.

The following officers were elected for the year 1930, at our December meeting:

President, Mrs. W. M. Thurber; First Vice-President, Mrs. H. Carmichael; Second Vice-President, Mrs. W. Wolfe; Treasurer, Mrs. W. Harcastle; Corresponding Secretary, Mrs. G. Dahl; Recording Secretary, Miss Delia Cuth; Assistant Recording Secretary, Miss Clara Cuth; Historian, Mrs. R. G. Heck.

Committee chairmen appointed are as follows: Ways and Means—Mrs. W. Sheetz, chairman, assisted by Mrs. Geo. Humphrey, Mrs. Chas. Seitzberg, Mrs. Geo. Layton, Mrs. Walter Aves, Mrs. Thos. Bradley and Mrs. A. J. Reinehr.

Relief—Mrs. C. C. Smola, chairman, assisted by Mrs. Ed. Flint and Mrs. J. R. Slater.

Sunshine—Mrs. Wm. Waymack, Chairman, assisted by Mrs. Bert Follett and Mrs. Chas. Langley.

Membership—Miss Eunice Stevens, chairman, assisted by Mrs. Chas. Gradt, Mrs. Ed. Schafer and Mrs. Fred Smith, Jr.

Program—Mrs. P. H. Franzen, chairman, assisted by Mrs. C. Layman.

Reception—Mrs. Gus Weineke, chairman. House and Purchasing—Mrs. Geo. Phillips, chairman, assisted by Mrs. Nettie Lynn and Mrs. Dave Raymond.

Auditing—Mrs. F. B. Cole, chairman. Song Leader—Mrs. Boyd Latham.

Telephone Squad—Mrs. J. W. Blossingham, chairman, assisted by Mrs. J. S. Tigerman and Mrs. George Lanning.

Scholarship Fund—Mrs. H. P. Buzwell. Publicity—Mrs. R. G. Heck.

At the December meeting a program was given in honor of our out-going President, Mrs. Charles Seitzberg. A gift of remembrance was given to Mrs. Seitzberg by the members of the club. The presentation was made by Mrs. Thurber who expressed the esteem and gratitude of the club for the untiring work of Mrs. Seitzberg during the past two years.

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The annual Christmas party of our chapter was held on December 21st. A very interesting program was given by the children. Santa Claus arrived during the evening with a load of cracker jack and candy which was distributed and there was a large Christmas tree which was placed in our club house during the holidays.

Our Sunshine and Mutual Benefit committees were very busy during the month of December. Very many of our members are ill at the present time and we hope they all will have a speedy recovery.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE members of the Board were entertained during the holidays at a luncheon held at the Curtis Hotel on December 27, 1929. The hostesses were: Mmes. Sainsbury, Scoville, Stanley, Rasmussen, Rogers, Anderson and Bannon.

Arrangements were completed at that time for a "Tea" to be given Sunday, January 19, from 3 to 6 o'clock in our club rooms at the Milwaukee Depot. We hope the Milwaukee families will take this opportunity to become acquainted and enjoy the social hours.

The regular meeting was held January 6. The chairmen of committees selected for the ensuing year are:

Auditing, Mrs. C. F. Holbrook; By-Laws, Mrs. D. T. Bagnell; House, Mrs. A. A. Kurzeka; Hostess, Mrs. L. McMahon; Membership, Mrs. E. J. Sainsbury; Program, Mrs. A. H. Mueller; Publicity, Mrs. C. Galliran; Purchasing, Mrs. E. B. Stanley; Social, Mrs. G. McCalum; Scholarship, Mrs. T. Lamberg; Sunshine, Mrs. W. M. Smith; Ways and Means, L. W. Scoville; Welfare, Mrs. W. Hack and Mrs. W. Davison; Telephone, Mrs. Tabor Anderson.

After the business meeting a very fine program was enjoyed. Don Guthrie, a radio entertainer, favored us with several songs and Gertrude Krueger with musical readings.

Mrs. G. McCalum, our new social chairman, and her committee, served refreshments.

"IT'S THE BEST IF YOU GOT IT FROM PENCE"

HIGH GRADE
DIAMONDS
WATCHES
and
JEWELRY



MILTON PENCE

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

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CHICAGO, ILL.

Pence Offers Something Better in Values

Diamond Ring, 1/4 karat blue white, absolutely perfect, 18 karat white gold mounting at\$45.00

Elgin, Waltham, and Illinois Watches, 17 jewel, size 12, in 14 karat white or green gold-filled cases at \$20.00

Railroad Watches (Guaranteed to pass railroad inspection), 21 jewel, in gold-filled cases, not plated, at\$42.00

And all other jewelry at similarly reduced prices

Genuine English Goggles (Regularly sold for not less than \$4.50) . . . \$2.25



Spokane and the Inland Empire

W. P. Warner, D. F. & P. A., Spokane

MIDWAY in the grand tour of the northern national parks, between the crests of the Rockies and the Cascades, is the Inland Empire, long known as a favored field for those who would see the West at its best. With Spokane as the hub this territory, including southeastern British Columbia, the Panhandle of Idaho, the Lewiston, Walla Walla, Milton-Freewater districts, and foreign line territory in Washington east of the Columbia River, possesses a wealth of attractions too numerous for description within the confines of a single story. It is a land of vast forests, myriad lakes, broad wheat fields, miles of scientifically cultivated orchards, mining districts that loom large in the mineral production of a nation, great water power development, mighty rivers, a prosperous cattle and sheep industry, and wonderfully served by railroads.

The first permanent settler came to Spokane in 1871. The city was incorporated in 1891. The first railroad reached the city in 1881. Today, with a population of more than 128,000 people, Spokane is one of the largest railroad centers in the Pacific Northwest. Five transcontinental and twelve branch lines enter the city and spread into a great network of roads reaching 522 hustling cities and towns and 586,000 people within a radius of 150 miles. Spokane has more railroad mileage than any city west of Omaha.

Spokane is one of the chief manufacturing centers in the West. 492 manufacturing establishments are located here, employing 15,332 with an average yearly payroll of \$22,250,000. The value of products is estimated at more than \$50,000,000 yearly.

One-fifth of the nation's total water-power resources are contained in this territory. On the Spokane River, within a radius of 40 miles of the city, there are seven hydro-electric plants with a total capacity of 187,300 horsepower. Power possibilities have made Spokane the center of this great section which produces in raw materials annually nearly \$300,000,000.

Agriculture, which includes grain, hay, fruit, livestock, wool, etc., leads with returns of \$200,000,000. The wheat crop alone is estimated at approximately 40,000,000 bushels for this year. The raising of peas both for seed and commercial uses on summer fallow land is now being successfully carried on extensively in various sections of the Inland Empire. Thousands of sheep are yearly grazed on the forest reserves and cut-over lands of northern Idaho along our line, and moved by trainloads to eastern markets.

This is the center of a large lumber section, which produces annually \$40,000,000 to \$45,000,000. This includes the largest stand of white pine in the world. Standing timber is estimated at over sixty-five billion feet. The annual ship-

load are transported from the woods to these various mills. The producing of cedar poles is an important branch of the lumber industry in this territory, and thousands of cars are annually shipped to practically every section of the United States and Mexico. Three large match block plants located in Spokane convert enormous quantities of white pine match plank into blocks, and about 1,850 cars of this commodity are annually shipped to the various match factories in the east.

Mining comes third with annual mineral production in the territory estimated at between \$35,000,000 and \$40,000,000. To date \$145,000,000 have been paid in dividends. Last year more than \$4,500,000 was paid. In the territory are the

mines of the Cœur d'Alenes, as well as the properties now being developed in the vicinity of Metaline Falls, Wash., near the Canadian line. An evidence of the faith in the future of Spokane has been shown by the fact that a number of people who have made fortunes in the mining regions of this territory have invested their returns in business blocks, banks and commercial enterprises.

The educational facilities are unsurpassed. The public school system ranks as one of the best in the United States. There are 49 public schools, with 775 teachers. Spokane's public school buildings and equipment are valued at more than \$7,000,000. Here also are four colleges and universities, 16

business schools and colleges, 15 denominational and private schools and three training schools for nurses. Within the territory are several outstanding institutions of higher learning: the State College of Washington at Pullman, Wash.; the University of Idaho at Moscow, Idaho, and Whiteman College at Walla Walla, Washington. Normal schools are situated at Cheney, Washington, and Lewiston, Idaho.

Spokane is the commercial, banking and farm loan center of this region. The financial strength of the city appears in its banking concerns. More than \$15,000,000 are invested in the financial institutions of the city. There are ten

(Continued on page 23)



Business Section of Spokane, Showing Our Terminals and Trackage

ment of lumber amounts to approximately 1,300,000,000 feet. The gradual shifting of the center of the country's lumber interests to the northwest has given increased prominence to this industry, which it is estimated supplies 65 per cent of the freight carried by the railroads of the Pacific Northwest. Large mills of the Blackwell Lumber Co., Clearwater Timber Co., Dalkena Lumber Co., Diamond Match Co., McGoldrick Lumber Co., Ohio Match Co., Panhandle Lumber Co., Potlatch Lumber Co., Rogers Lumber Co., Rutledge Timber Co., and Winton Lumber Co., are located in this district, and these, together with numerous smaller mills, manufacture in the neighborhood of four million feet of lumber in an eight-hour day. Logs by the train-

Railroad Water Problems and Their Solutions

Address by C. H. Koyl at Meeting of Five-State Section of American Water Works Association, Sioux Falls, S. D.

WHEN I was a small boy attending a public school in the Province of Ontario, our textbook on physiology had a chapter on eating, which was subdivided into five operations: prehension, preparation, mastication, deglutition and digestion. Not understanding such long words I asked the teacher the meaning of "prehension," and his answer was "First catch your rabbit."

What is true of the handling of food for humans is true of the handling of water for locomotives. First get the water.

If I were speaking to an assembly of water-men in the east I would take time to explain how we water engineers of the great plains procure water from the semi-arid ground, sometimes from sand as fine as flour, and sometimes from depths of 3,000 to 4,000 feet. But to this audience I am sure it would be a waste of time.

The municipal engineer has the inevitable problem of providing water clean enough to drink, and usually he is expected to have it soft enough to wash with. The railroad water engineer commonly avails himself of municipal water for drinking purposes, but out on the line his main object is to get water suitable for boilers. It is a common saying on railroads that the first duty of the water engineer is to provide enough water for locomotives, stored in convenient locations, and his second duty is to have the water as nearly as possible fit for boiler use.

Twenty years ago the sum of the knowledge of railroad men on the subject of water for boilers was that most waters free from mineral salts of every kind were good for boilers, that water containing dissolved calcium or magnesium salts was objectionable because it was hard and would deposit scale in boilers, and that all other kinds of water were objectionable because the boilers using them either leaked or foamed or pitted or did all three. Why a boiler leaked was understood by few, and why a boiler foamed or pitted was understood by none. Of course, there was a great deal of wise talk, but it was all talk and guesswork.

Such has been the progress in twenty years that today there need be no scale or leaking in any boiler. We know the cause and the conditions of pitting, and we have three workable methods of reducing and frequently preventing it. We do not yet know all the factors that contribute to foaming, but we know the two principal ones and are fast developing methods for lessening and sometimes preventing it.

The general statement, then, is that railroad water problems usually concern boiler waters, and they are, in order: scale, leaking, pitting and foaming.

Water Softening

The first recorded work in this country on the prevention of scale by softening the water before it reached the boiler was done by a committee of the American Railway Master Mechanics Association

in 1870. This committee learned from the professor of chemistry in Illinois State University how water might be softened in the laboratory and they urged the railroads to operate the method on a large scale, but the state of the art of water softening in the country was so undeveloped at the time that nothing practical was done for more than twenty years.

According to our record, the first plant for water softening on an American railroad was installed December 10, 1891, on the Oregon Short Line Division of the Union Pacific Railway, and the second was installed in December, 1896, on the Southern Pacific Railway at Port Los Angeles, these both being "intermittent" plants.

The first "continuous" lime-soda water softening plant on an American railroad was installed by the writer on the Rio Grande Western Railway at Helper, Utah, in the year 1900.

Since 1900 the installation of water softening plants on railroads has progressed steadily, most of the plants being of necessity on the northwestern roads where there is less good boiler water than on the eastern and southern roads. In 1910 there were about 100 lime-soda plants in operation for locomotive use, and the amount of water softened daily about 10 million gallons; in 1920 at least 400 plants and 40 million gallons daily; in 1928, 900 plants and 120 million gallons daily. In addition, another 120 million gallons daily are being treated with soda-ash or by the zeolite method. The total number of water stations on railroads in the United States is not far from 9,000 and the daily amount of water used 900 million gallons.

There is a great difference in operating conditions between water softening for a municipality and water softening at the isolated tanks of a railroad. In the former case, where nearly all operations can be made automatic, the accuracy of treat-

ment depends on the efficiency of the automatic appliances and can be relied on where there are skilled mechanics in attendance, but at the wayside tanks of a railroad, and particularly in the northwestern country where the population is sparse and skilled mechanics practically unknown, the fewer automatic appliances the better.

Notwithstanding the cost of operating these small plants, using from 15,000 gallons per day up, we find that it pays. The business of a railroad is to move trains on time and as economically as possible, the locomotive is the moving power of the train, the boiler is the heart of the locomotive, and good water is just as essential to a boiler as good blood to the heart of man.

Boiler Leaking

Boiler leaking, in nearly all cases, is the result of scale near the ends of the flues where they enter the firebox flue-sheet. A flue covered with scale cannot easily transmit its heat to the water, and consequently gets hotter than normal and expands in the flue-sheet. If now the scale is loosened from any cause, or even if the boiler temperature drops a few degrees, the flue is no longer tight in the sheet and water oozes through into the firebox.

This leaking is the cause of most of the extra coal consumption found in boilers with scale. On the C. M. St. P. & P. R. R., when I began building water softening plants in 1920 on the I. & D. Division east of Mitchell, S. D., there was a very bad water taken from the river at Canton, S. D. This river carries the sewage of Sioux Falls and in winter carries little else. The water caused immediate leaking in every locomotive which took it, and I completed the plant at Canton first. Within one week of starting this plant in operation all leaking had disappeared on that engine district, and when the coal records were made up there was found a perpendicular drop of twenty per cent in coal consumption for that month. When all the softening plants on that engine district were working and the boilers were all clean, we found a further gradual drop of ten per cent in coal.

(Continued next month)



International Harvester Solid Thirty-one-Car Train

ABOVE train is one shipment of International Harvester Company tractors shipped from the I. H. C. plant in Milwaukee to Aberdeen, South Dakota.

This entire train of International tractors was shipped on November 13 at 2:00

P. M. and arrived in Aberdeen 2:00 A. M. November 15, being just thirty-six hours from Milwaukee to destination. Many solid trains of this commodity have been shipped for distribution in the trade territory, but this is the first solid trainload to be sent to Aberdeen, where it was placed in storage for early spring sales and re-shipment into the trade territory.

When Choosing

Z. X. Vieth

I travel East and West a bit;
On many a road I go,
But when it comes to service, sir,
Milwaukee's best I know.

There's a sort of air about it
That makes you feel at home,
Combined with official dignity
The kind that's only known.

To help you feel the certainty
That things are run just right,
And so I choose Milwaukee, sir,
When traveling day or night.

Oh, yes, this too, I mention
The White Coal Passageway
Makes cleanliness a travel treat;
Now what more can I say.

Except to urge that when you stop
To choose a right-of-way,
You travel over Milwaukee;
You'll ne'er regret the day.

A Tent in the Forest

Harry Lathrop

A little old tent and a soldier's life,
Under the greenwood tree,
Where the morning beam cuts across
the stream,
Aye; that's the life for me!

In the quiet of night, I look up at the
stars,
For the night seems too lovely for
sleeping,
And my thoughts take flight to realms
afar,
With drowsiness over me creeping.

Then I fall asleep on my army cot,
Nor dreams disturb my rest,
Till the morning beam,
Cuts across the stream,
And the moon sinks into the west.

"To My Children"

J. W. Calvert, Agent
Ottumwa, Iowa

TODAY I passed a milestone,
It was numbered sixty-nine.
I was feeling hale and hearty,
Everything looked bright and fine.
One more year is man's allotment,
Counting three score years and ten,
As we read it in the Scriptures,
Is assigned to all the men.
If by strength and grace we're favored,
And our time on Earth be more,
Many things there are to master,
E're we reach the other shore.
Gravity—is still a question,
Not revealed to earthly man;
If we knew just how to use it,
Space would simply be a span.
Force—not harnessed—is abundant,
In the waters, air and earth.
It was given for our uses,
We should give it a new birth.
God has blessed me in my efforts,
And to Him let's all be true.
What has been withheld from others,
He may choose to give to you.

December 13, 1929.



W. F. Dudley

W. F. Dudley Retires

ON January first, Mr. W. F. Dudley, credit officer of this company since 1920, and for fifty-six years connected in various official capacities with The Milwaukee's Accounting Department, retired from active service. Mr. Dudley's long service with the company has been honorable and honored. He takes to his retirement the respect and affection of the entire official family and his thousands of friends of the railroad circle.

Mr. Dudley began his career with The Milwaukee in 1874 as clerk and auditor of station accounts. In 1882 he was made freight auditor, which he held until 1897, when he became assistant general auditor. In 1910 his title was changed to auditor; in 1913 he assumed the duties of auditor of traffic, and in 1920 credit officer, which office he held until the date of his retirement.

Mr. Dudley is a native of the state of New York. As a young man he studied law and was admitted to the bar of Wisconsin in 1873; but in 1874 circumstances combined to lead him, as he thought, temporarily, to fill a position in the Accounting Department of The Milwaukee Railroad, at Milwaukee, while a railroad friend was away on a vacation. Of this event Mr. Dudley says: "The friend did not return, something mysteriously 'turned the switch, and changed my course; and I have ever since enjoyed the fascinatingly strenuous service of that railroad."

Mr. Dudley was one of the organizers of The American Association of Railway Accounting Officers, in 1887. The name of this association was changed in 1919 to the Railway Accounting Officers Association. He has served on many of the committees of this association, and as chairman of some of the most important.

Vice-President W. W. K. Sparrow, in taking action on Mr. Dudley's wish to be relieved of active duty, wrote to him as follows:

December 24.

Dear Mr. Dudley:

I think there comes a time in the life of every man when he wishes to be re-

lieved of work, and after your fifty-seven years of faithful service to The Milwaukee, I feel that you are entitled to retire with honor and the thanks of the company.

I have only been with The Milwaukee ten years, but in that time I have learned of the very valuable work you have done for the company throughout the period of your service. I have also observed the esteem in which you have always been held by all who come in contact with you, including the shipping public, with whom you have had to conduct delicate questions of credit.

I am sorry to lose your services, and should like you to know that Mr. Scandrett joins me in recognition and appreciation of your long and fine record throughout that entire period.

Sincerely yours,

(Signed) W. W. K. SPARROW.

Mr. Dudley's reply is full of the faith and loyalty to his company which has characterized his long and wonderful service. It is a classic:

December 25.

Dear Mr. Sparrow:

It is quite beyond the power of words to adequately express my thanks and gratification at the verdict of approval and commendation on my life work with The Milwaukee Road, as expressed in your letter of yesterday.

My best efforts for many years were in cooperation with a body of creditable and loyal representatives of the company, who, with few exceptions, have now passed beyond our terminals; but, who, perhaps, may still be watching with interest the present great and successful accomplishments of their successors. Old-time love and loyalty for The Milwaukee Road never dies.

Now, in my seventy-ninth year, I must, in the course of nature, slow down—can no longer keep pace with the present army of workers.

When one's life work is closing, the tremendous question confronting him is as to whether such work, at all times, in every instance throughout the years, has been conscientious, loyal and true. During active service in various branches of the Accounting Department, I enjoyed, as it seemed to me, the confidence and approbation of the management. In no instance have I ever received a reprimand or unfriendly criticism. A retrospective view discloses to me nothing to be ashamed of, and nothing to regret. My good wife has contributed in no small part to my enjoyment of the long, strenuous, fascinating service of the company.

No ambition in business life could be higher, and no reward greater at its close, than to merit and receive an authoritative approval of the record—"Well done, good and faithful servant," with which, in effect you have graciously favored me.

Your words are a benediction, and I believe you and Mr. Scandrett and Mr. Wilson can hardly realize our appreciation.

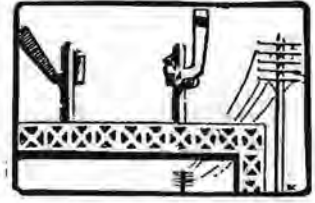
Thank you.

Very truly yours,

(Signed) W. F. DUDLEY.



BUREAU OF SAFETY



Man Power Waste



W. F. Esch

THIS is a picture of District Safety Inspector W. F. Esch, who has charge of Safety First matters on the La Crosse, Northern, and Wisconsin Valley Divisions and in the Milwaukee Terminals, with the exception of the Shops, his headquarters being at the Union Station, Milwaukee, Wisconsin. Mr. Esch is a safety engineer of long standing, having followed this worthy endeavor for the last twenty years, working for various industrial concerns and railroads before coming to our line in the year 1922. In that year he was in charge of the safety work in the entire Northern District, having headquarters in Minneapolis. In 1925 he was transferred to Cedar Rapids and had charge of the safety work in the entire Southern District, and in 1927 he was transferred to the Middle District with headquarters at Milwaukee. On account of Mr. Esch's early training in the safety work he is unusually well adapted in the art of picking out unsafe practices and conditions, and his efforts along those lines have shown their results in the territory which he serves.

He calls attention to the waste of man power on our railroad, which has occurred in the past few years due to the time lost by men because of personal injuries. Many of the injured employees are men of considerable experience in their line of work and when they are laid up because of an injury it means that they must be replaced by a man of lesser experience, who cannot turn out the same volume or type of work as the injured employee, with the result that the operation is slowed up to a certain extent. For that reason Mr. Esch makes it a point to call your attention to the necessity for studying each accident which takes place so as to establish a means for preventing a recurrence. He asks that the supervisors be particular to see that the guards on machines are kept in place as every point of danger around a machine can be guarded without interfering with its operation. He also asks that the employees in his territory remember to wear their goggles when doing work dangerous to the eyes and carefully study the safety rules and strictly comply with them, also that the old saying of "a place for everything and everything in its place" be remembered so that good housekeeping will at all points be maintained.

To the supervisors in his territory, Mr. Esch sends the following message: "Make it a point to see that all new employees receive proper instructions relative to their work and particularly with regard to the safety rules. Whenever an employee

calls attention to a near accident or 'narrow escape' take an interest in what he has to say and together determine a means of handling the work so that the hazard is entirely eliminated, for when this is done the possibility of actual injury will be done away with. Instill into the minds of all employees the idea of safety so that they will be talking of it when off or on duty and thinking about it at all times."

To the employees in his territory he sends the following message: "Study the safety rules and practice safety at all times. You may be a switchman who has kicked a drawbar more than a hundred times without being injured, yet you know that this is a violation of Rule 908 and a very unsafe practice. Mend your ways, for past experience has shown that sooner or later you will regret your actions after having met with a very serious injury because of your carelessness. Remember that you are not the only one who suffers when an injury takes place. Consider what it means to your family—to your wife and children—who will wonder why you have not come home at the usual time, later to find out, much to their despair, that you have been injured. Give this consideration at all times and I am sure you will become a safe worker."

Mr. Esch intends to make his territory a safe place in which to work, but it will be necessary for him to have the whole hearted co-operation of all concerned.

Sing a Song of Safety First

One Verse of the 1930 Song For the Safety Missionaries of the West Kansas City Division

L. C. Benson, Section Foreman

A Parody on the King's Blackbird Pie

Sing a song of Safety First, if happiness you'd find.

Keep four and twenty Safety Firsts packed in your mind.

When the Safety fruit has ripened and results begin to fall,

Won't this be a dainty dish to set before us all?

Chorus:

Safety First, Safety First, all day long we sing. It's a dandy motto and we find it's just the thing.

Sing it like you meant it, if with it you're going to stay;

Then watch that Old Man Sorrow, how soon he'll slink away.

Suggestions for Locomotive Firemen to Assist in Accident Prevention

J. L. Thompson, Safety Inspector

OBEDIENCE to the rules is essential to your safety and success.

Remember that Safety Rules are the result of experience—sometimes costly experience—to some unfortunate worker. Therefore, you owe it to yourself and

to your fellow workers to familiarize yourself with the rules and to live up to them literally.

Do not get excited. Keep cool under all circumstances. Do not try to do your work faster than you can think.

If you are having domestic or financial troubles, leave them at home, as worry is the cause of many accidents—your mind being on your troubles and not on the job.

Keep your mind on your work. A railroad is a poor place for day dreaming.

When called, try to get out on the job on the time called to report for service. Be clean about the engine. The engine is a poor place to visit or play when it is moving; wait until you get off the job. Do as instructed by the engineer. He has had a wide experience.

The first things a young fireman should learn are to let the engineer know where he is going and what he is going to do at all times; to be careful in getting down and up into the gangway of the engine, especially in bad, rainy or icy weather, and careful in taking water; to see that he has a good footing when pulling the spout over to the engine tank.

Be on the alert and keep a sharp lookout for signals at all times, especially during switching movements. Even though the brakemen are working on the engineer's side, they may step over on your side at any time and give a signal, which if you didn't see might result in severe damage or personal injury.

Learn the locations of tracks at stations so while switching you can fix your fire while signals can be seen by engineer, then be ready to take signals from the fireman's side when they are given from that side.

Read train orders and compare time with the engineer. This is one of the most important rules to be observed by a new man.

Arrange your work as far as possible so that you can be looking ahead on curves to the left, passing through towns, and over public crossings at grade.

Always be sure clinker hooks are securely fastened on legs of tank or up on back of tank. Otherwise there is great danger of personal injury to other employees, either by hooks striking the side of passing trains or falling to the ground. Clinker hooks or other material must never be allowed to foul ladders, steps, or grab irons.

While taking water always stand in such a position that if you should slip, or the spout slips away from you, you will not fall from the tender.

Never try priming or starting injector while passing employees standing beside the track. Liability of scalding someone.

Never open up drains to water glass longer than 3 seconds at each operation. Liability of overheating glass and glass breaking, causing particles of glass to fly.

Never use squirt hose to water down coal unless it is positively known that

no one is passing over or alongside of coal tender. There is always danger of scalding some trainman if this operation is indulged in while engine is in motion. The best time to use squirt hose is when the engine is standing.

Look outside of gangway before washing deck so as to avoid scalding someone passing by.

Don't go out to put indicators up, nor get on top of boiler to oil bell while engine is in motion.

Do not put your head out of a cab window or gangway without first looking to see that everything is clear.

Comply with Rule No. 30, Standard Code.

Look in both directions for approaching trains, locomotives or cars before crossing tracks.

Do not be a "suppose" man—the successful employe should never "suppose" that *anyone* else connected with the job is going to do *anything*. He must know. Do not "suppose" the car clears; do not "suppose" the switch is lined up; do not "suppose" the flagman is properly protecting the train; do not "suppose" that your brakemen or firemen know as much as you do. The successful employe never "supposes."



Charles Burmeister

Forty-four Years a Section Foreman

ABOVE is a picture of Section Foreman Charles Burmeister, who entered the service in the year 1884 as a section laborer under Foreman Frank Burroughs. Two years later Mr. Burmeister was promoted to section foreman, in which capacity he worked under Roadmasters Victor Retan, J. Jackson, A. M. Anderson, O. J. Franklin, E. A. Hazeltine, R. J. O'Connor, and T. C. Barrett, who is the roadmaster at present.

Mr. Burmeister states that when he first became section foreman he had eight miles of main line and half of the Monroe, Wisconsin, Yards, the rail being fifty-six pound and all stub switches. The engines at that time were called "wood-burners" and the best they could pull were six cars over the Browntown Hill, the cars being about one-third as large as they are now. At that time Monroe was the end of the Mineral Point Division, and part of Mr. Burmeister's duties was to load cars of wood which was purchased west of Monroe and hauled to that point where it was sawed ready for use, and later when the Shullsburg and Platteville lines were built or purchased in the years 1880 and 1881, Mr. Burmeister took care of the wood shipments for these points. He recalls the time when Engine No. 3, the first coal burner he had seen,

came through Monroe pulling a passenger train known as No. 5. This was a source of much satisfaction to him for the reason that from then on the job of loading up with wood would be dispensed with.

In 1894 the fifty-six pound rail was taken up and new sixty-five pound rail was laid from Gratiot to Monroe, and since that time he has supervised many rail changes on the old Mineral Point Line, now part of the Madison Division.

Mr. Burmeister recalls with considerable pride the time when he purchased his first motor car about twenty years ago, which, he states, was a great labor saver and made it possible for him to cover more of his section within a shorter period of time than was required when it was necessary for him to go about on foot.

He has been a section foreman for almost forty-four years, and during this time he never received an injury to himself and only one of his men was ever injured. This is a mighty fine record and Mr. Burmeister intends to keep it up.

Safety First Banquet at Marion

ON Saturday evening, December 7, 1929, employees of the roundhouse at Atkins Yard held a banquet in Memorial Hall at Marion, in celebration of the fact that they have gone over 450 consecutive days without a reportable or lost-time personal injury. The affair was planned and carried out by the following committee: Harold Mullaley, chairman; Kenneth Hillerage, Fred Welter, Ernest Woolley.

At 7:00 p. m. a fine chicken dinner with all the trimmings, prepared under the management of Mrs. Kenneth Hillerage, was served to seventy-six men seated at two long tables. General Foreman W. E. Cooper was master of ceremonies and seated with him at the speakers' table were: M. J. Flanigan, head of the Safety Bureau; W. W. Schabacker, safety inspector of the Milwaukee District; Geo. H. Pederson, general chairman, machinist of Milwaukee; A. L. Kaston, general chairman, boilermakers of Milwaukee; A. J. Elder, superintendent, Iowa Division; W. N. Foster, master mechanic, Iowa Division; G. W. Dipple, assistant roundhouse foreman; Geo. Hennessey, assistant roundhouse foreman; C. L. McDonnell, boilermaker foreman; Wm. Cheek, car foreman; Joe Dunlap, labor foreman; Joe Boyle, storekeeper; E. R. Harville, machinist; Wm. Buck, machinist; R. E. Broussard, roundhouse foreman, Cedar Rapids.

Following the dinner Mr. Cooper in a few well chosen words congratulated the men on the enviable record they have established, the one hundred employes having gone 454 consecutive days without a reportable or lost-time injury, and still going strong. He then had the Atkins men stand up and presented them to the guests of honor. Letters were read from Mr. R. W. Anderson, superintendent motive power, and Mr. John Johnson, general chairman carmen, expressing regrets that they were not able to be present and sending congratulations. Following this Mr. E. R. Harville and Mr. Wm. Buck, the two oldest employes at Atkins roundhouse, were introduced and gave short talks comparing conditions existing in the old Marion roundhouse with the modern buildings, machinery and tools at Atkins.

The next speaker, Mr. Foster, after starting out with, "Mr. Chairman, and I suppose, gentlemen," reminded those present that Messrs. Harville and Buck were not the only old-timers present, as he had started out as a machinist in the old Marion roundhouse, and he related many funny incidents that took place in those old days before the Eighteenth Amendment went into effect, although he said he was not sure whether it was the 18th or 19th Amendment. He said he was certainly proud of the Atkins men and was sure they would extend their record another 450 days and even beyond that.

Mr. Kaston gave an interesting ten-minute talk expressing his pleasure in being able to be present, and among other things said that if other shops on the Milwaukee system were more like Atkins his work would be comparatively easy.

Mr. Pederson, in a twenty-minute talk, said that during the eight years he had been general chairman of the machinists he had handled not only hundreds but thousands of cases of machinists who have been injured. That in one year twelve machinists had lost the sight of an eye and the wearing of goggles would have prevented this loss in every single case. Two machinists had each lost a hand. One was a man about 29 years old and the other about 41 years. One case was settled for \$7,500 and the other for \$6,500, which did not include the doctor and hospital bills. He said that considering what these accidents cost, in money, the Milwaukee company had the right to insist that their employes practice Safety First. In every case he has handled the employe would have been more than glad to give the money back, and more besides, if he could just be the same as before being injured.

Mr. Schabacker said he had often wondered how this particular point was able to make the wonderful record they were establishing until he found out that Mr. Flanigan had spent several years as superintendent of this division. He said that leadership, sincere leadership, is essential to success. He pointed out that one of the most important rules is the rule requiring employes to report an injury immediately to the supervisor, even if at the time it does not seem to be serious. This so each injury can be treated at once to prevent infection, and that steps may be taken to prevent a similar injury. He exhibited three pair of goggles that had been struck by flying missiles which would have certainly caused the loss of an eye in each case, thus showing the necessity of complying with the rule requiring the wearing of goggles.

Superintendent Elder thanked the shopmen for his invitation to the dinner which he said he had enjoyed very much. He gave a very snappy ten-minute talk which was well received by those present.

Mr. Cooper then introduced the principal speaker of the evening, Mr. Flanigan, who gave a 45-minute talk which was packed full of interesting and instructive facts. First of all he said that Mr. Gillick sent his congratulations and best wishes. Among other things he said that on every job there is a master mind, whether there are but two men working or a large gang. He said the success at Atkins was due to co-operation and co-ordination. So far this year 36 Milwaukee employes have lost their lives, all due to lack of thought. If these employes had

given even thirty seconds' thought in advance to what they were doing they would not have been killed or injured. He cited the case of an employe who had been operating a cutting machine for twenty years, and then had all the fingers of one hand cut off, indicating that his mind was not on his work, where it should have been. "Mind is man's most valuable possession," said Mr. Flanigan, "and we are asking that the men keep their mind on their work. 98 per cent of the injuries since the first of the year were due to unsafe practices."

Following the talks the balance of the evening was spent visiting and smoking. Several piano duets by Kenneth Nebelung and Lynn Hall were much enjoyed, as was radio music made possible through the courtesy of Carl Kassler of the Marion Electric Company. A stranger

looking in on this group of men could not help but be impressed by the spirit of friendliness which exists among the men themselves and between the men and their supervisors. This is no doubt the keynote of their co-operation in the Safety Campaign; they are all friends and each one is genuinely interested in the safety of the others. Frank Higgins, electrician, who is convalescing at his home following a serious operation, was remembered by his fellow workers with a basket containing a chicken dinner for his family.

These men are determined to set a long distance record for safety and are already looking forward to another celebration when the next milestone is reached. Here's wishing them continued success and hoping their example will inspire others to go and do likewise.

Don't Get Hurt

Gene Holland

Engineer, Superior Division, Green Bay, Wisconsin

Mr. Chairman, Ladies and Gentlemen:

The question of Safety First is becoming a serious one. Getting hurt seems to be a thing peculiar in itself. There are always two bills presented to the man who gets hurt: first the doctor's bill for repairs, second the bill for loss of earning power.

Since history began, there have been two great agencies for the destruction of human life. These two were war and contagious disease, but there has come about another agency far greater than the other two, and that is accident and injury in traffic and industries. What is to be done about it? What is the remedy? To abolish war they use diplomacy; to eliminate disease they use medical skill and surgery, but what is to be used for accident? Neither diplomacy nor medical skill, but the education and training of the mind of man.

Man himself is not the perfect machine he seems to be. He is made up of two things, a mind and a body. The body is always trying to get into trouble, the mind is always trying to keep out of it. The body is like the locomotives we run without the controlling mind of the engineer. The engine would either stand still or move on to its own destruction. But the mind has one serious fault, and that is what is commonly called forgetting or to forget, or lack of thought at the proper time, and that thought need only be a small one.

We have all heard of the man who forgot to mail his wife's letter in the morning and tied a string on his finger so it would not happen again. Why? Because he wanted to center his mind on a certain thing, at a certain time. We could do this in our daily work, but like the string, it need only be a small thought; but again like the string, it can keep us out of a whole lot of trouble if applied at the proper time, and that thought is DON'T GET HURT. Try it, it will work out all right.

Now for the education of the mind. We read from time to time in the daily papers where automobiles are struck on highway crossings, where it crosses a double track. Suppose the railroad company should put up a sign at each crossing, in big letters, reading—"AFTER TRAIN PASSES WAIT ONE MINUTE." Would they do it? They would not. They would say, "We can see, the railroad company cannot tell us our business." But let him go on to the next turn in the road (if he does not get hit), there stands a pesthouse with a big sign reading—"40 patients confined here with smallpox." Would they go in there? They would not. Would there be any argument as to who would tell them their business? There would not be. Why? Because for hundreds of years past, man has been taught that death awaits him in contagious disease. He has not learned to associate the same dangers to traffic that he does to disease or war. Why? Because he has not had time. The automobile, the double track, the flying train, the high speed highways are all recent inventions. But the day may come when he will have time, when these things will be taught in the public schools, in

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

Our 1929 Safety Record

WE closed the year 1929 with a reduction of 52 per cent in the reportable injuries to employes when compared with the year 1928. The figures are as follows:

Year	Killed	Reportable Injuries	Total
1928	49	2,718	2,767
1929	38	1,302	1,340

While it is true that the number of fatal injuries decreased 11, yet we feel that a total of 38 employes killed is entirely too many. Picture, if you will, the disastrous effect which such a record would have on a small village where, perhaps, only one hundred inhabitants reside. Such a catastrophe in that case would be likened unto some sort of a plague which unfortunately struck the town unaware. The remaining inhabitants would immediately set about to determine a means for putting a stop to such an occurrence and make it their business to see that a similar catastrophe would never take place again. This is the same way that we should feel about the fatalities that took place on our railroad last year. Let us all pull together to eliminate them entirely.

The reportable injuries were reduced 1,416, which we will all agree is a nice record, but the total that is left in spite of the reduction made leaves us nothing to brag about. A total of 1,302 reportable injuries is entirely too many and all of you should make up your minds to dig in and push hard to put the Milwaukee Railroad over with a reduction for the year 1930 far in excess of that which was accomplished in the year 1929.

It is conceded that you do not want to be injured and for that reason you should make it your business to see that you are not injured. In the majority of cases it requires only a little effort on the part of the employe and you are asked to put forth this effort.

Remember that safety is of first importance in the discharge of duty or at all times.

Safety Records

The Milwaukee Locomotive Department Shops, under the supervision of Shop Superintendent R. C. Hempstead, have not had a reportable injury since October 1, 1929. This is a very fine record, considering the fact that there are approximately 780 employes involved.

The Northern Montana Division, under the able direction of Superintendent A. C. Bowen, finished the last quarter of the year 1929 without a reportable or lost time injury to any employe. A very remarkable record.

The following shows the safety records of several section foremen under Roadmaster J. A. Larkoski of the I. & D. Division. The table shows the number of years they have been in service and the injuries to themselves or men under them:

Name of Section Foreman—	No. of Years Service	No. of Injuries	Name of Section Foreman—	No. of Years Service	No. of Injuries
William Casey	40	One	F. Samek	30	One
H. Samek	35	None	A. L. Bulgren	41	One
Al Knoble	16	One	F. Schuman	19	None

John Barnett	40	One	G. Rader	24	One
F. Kranz	25	None	M. Churchill	40	One
J. Marovets	19	None	J. L. Tripp	17	One
C. Schrader	12	None	Paul Rader	2	None
H. Schrader	16	None	Wm. Reardon	41	One

The following shows the safety records of section foremen under Roadmaster E. A. Montgomery of the I. & D. Division. The table shows the years of service and injuries to themselves or men during that time:

Name of Section Foreman—	No. of Years Service	No. of Injuries	Name of Section Foreman—	No. of Years Service	No. of Injuries
H. Lunsman	28	None	O. A. Olson	32	One
John Brade	10	None	Dan Barnett	33	Two
Elmer Anderson	3	None	S. J. Bartelson	40	None
Carl Lehman	10	None	Frank Meyers	7	One
Fred Wagner	34	One	L. Sullivan	6	None
H. King	7	None			

The following shows the B. & B. foremen on East I. & D. and South I. & M. Divisions under Chief Carpenter W. E. Tritchler, with the average number of men under them who went through the entire year 1929 without an injury of any kind:

Foreman—	No. of Men	Foreman—	No. of Men
J. E. Bergemeyer	6	I. Walters	4
H. F. Kruse	9	M. Anderson	4
J. Joyn	9	B. A. Reynolds	5

I. & D. Division Section Foreman J. A. Woonas, under Roadmaster J. A. Laroski, has been in service seven years, during which time he did not have an injury to himself or any of the men under him. In the year 1928 he handled 77,650 feet of rail, which was unloaded from coal racks. He laid 53,000 feet of it, including 26 turnouts, frogs, switches and other material, all of the work being handled by hand. In 1929 he unloaded 14,000 feet of steel and previous to his service with the Milwaukee Road, he worked for another railroad for eleven years as an extra gang foreman, during which time he had a clear personal injury record.

District Master Car Builder William Snell at Chicago, who has charge of the Car Department forces in the Southern District, reports the following stations and the number of men employed that went through the last half of 1929 without an injury of any kind: Galewood Yard No. 2, 43; Nahant, 23; Ottumwa, 6; Coburg, 50; Perry, 16; Atkins, 6. All of the stations in Mr. Snell's territory, where approximately 1,159 men are employed, went through the month of December without an injury of any kind with one exception, that being at a point where 73 men are employed, having had one lost time injury in December. Mr. Snell has some fine safety records.

Car Foreman E. H. Shook at Avery, Idaho, with an average of 18 men, has not had a reportable or lost time injury for the past six years.

Round House Foreman E. H. Walters at Avery, with an average of twenty men, went through the year 1929 without an injury of any kind.

Division Master Mechanic William Joost at Milwaukee, where approximately 686 men are employed, reports that he has not had a reportable or lost time injury during the 100-day period, September 24, 1929, to January 3, 1930.

lecture halls, and in periodicals which he daily reads.

A great deal more could be said on this subject, but I will leave it for someone else and say a few words about the Superior Division.

We have at the head of the division our superintendent, Mr. Valentine, and our master mechanic, Mr. Culbertson, with their assistants. They are using every decent means possible to encourage the men under their jurisdiction to avoid getting hurt, and I, myself, will willingly and cheerfully give them every help that I can.

I recall Mr. Valentine's statement that there were approximately fifteen hundred persons employed on the Superior Division. Ladies and gentlemen, this might be likened to a chain of 1,500 links, and it has been well said and with truth, that no chain is stronger than its weakest link, and I believe it is the purpose of these meetings to find out and discover if possible where the weaker links in the chain may be, and if they are found to exist, to weld them and fasten them in such a manner that the chain may withstand any strain put upon it, on the Superior Division as well as any division on the Milwaukee Road or any other railroad in the United States. And again I

repeat—at work or at play, at home or on the street, to keep this thought in mind—DON'T GET HURT.

To Your January Cover Picture

G. O. Lightly

YOUR cover design was sure a "Wow." But you lack a verse to tell them how, The Overall boys of the Coeur D'Alenes On the mountain grade handle modern trains. We have hoppers here, that know their stuff, I ain't going to brag but it's sure no bluff. Accidents are scarce, and I swear to you That we have no use for a one forty-two, E. M. G. said the other day He bundled the forms to send away. The guys from the east take off their hats To the old Missoula Division tunnel rats. The handsome skipper and the stinger in jeans, Are charter members of the Deep Snow Marines. They are at their best when mercury is low, And the yard has a blanket of three feet of snow. No use to worry or rack your brains, We have real guys on these mountain trains, When things get bad and the cuts are full, They don't stall, pass the buck, or bull. The dispatcher calls on Harry Spears Tells him the worst and what he fears, And Harry calls out 'the snow circus, it's tough on them,



N. J. Van Schoyck

Heads the Mail and Express Traffic

ABOVE is Mr. N. J. Van Schoyck, who on January 1st was advanced to the position of manager, Mail and Express Traffic of this railroad. Mr. Van Schoyck has been identified with this branch of the railroad work since March, 1920. He entered the service of the company in March, 1898, in the office of the car accountant. In 1911 he was appointed passenger car distributor—and in 1917 he received promotion to assistant superintendent of transportation, from which position he retired to become supervisor of Mail and Express Traffic. The present advancement gives Mr. Van Schoyck the management of this department of transportation service.



C. F. Rank

Assistant Manager, Mail and Express

MR. C. F. RANK, who since November 1, 1921, has been chief clerk in the office of the supervisor of Mail and Express Traffic, on January 1st of this year was promoted to the position of assistant manager of the same bureau. Mr. Rank entered the Post Office Department of the railway mail service in 1911 and left that employ to be identified with the C. M. St. P. & P. R. R. mail and express traffic, November 16, 1920, becoming chief clerk in that office in 1921, which position he occupied until his recent promotion to the position of assistant manager in the same service.

But fun for us, they auger the cuts and flange the line, And we deliver all the trains on time. When summer comes, like kids from school We gather around a shady pool, The fish always bite, wherever we go. It's a sport's paradise along the shady St. Joe. We may be isolated out here all alone But we have mighty good times in a gang of our own.

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Announcement

EFFECTIVE JANUARY 1.

Mr. M. J. Flanigan has been appointed
Manager of the Safety Department.

Mr. William Shea has been appointed
assistant engineer, Maintenance of Way.



Ora I. Miller

Roadmaster Ora I. Miller

MR. MILLER is a real veteran in Mil-
waukee service, having started as ex-
tra gang laborer and assistant foreman
in 1898. In 1899 he was appointed sec-
tion foreman.

In 1906 Mr. Miller went into construc-
tion service on the Puget Sound Line as
foreman of construction gangs and super-
intendent of track laying. In 1909 he
was promoted to the position of road-
master on Lines West. From 1913 to
1915 he served in the capacity of general
foreman of A. & B. work; and in 1918
was assistant general superintendent for
Simes, Carey Company on government
railroad work.

At the close of the war he returned to
The Milwaukee as roadmaster on Lines
West, which position he has held since
that time, being now located on the
Trans-Missouri Division with headquar-
ters at Mobridge, South Dakota. Of his
long service Mr. Miller says: "I have
never been injured, and as foreman had
few injuries to my men. Safety super-
vision by the foremen on the job has been
my motto. A foreman must be a keen
observer so that little things will attract
his attention before an accident or an
injury occurs.

Page Ten

Milwaukee Employees' Pension Association

Members Entered on Pension Roll December, 1929

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 December, 1929:

Name	Occupation	Division or Department
Napoleon Arntz	Section Foreman	Wisconsin Valley Division
Frank Baumann	Section Laborer	River Division
Gust Bulgrin	Section Laborer	LaCrosse Division
Ferdinand J. Franke	Blacksmith	Madison Division
John A. Henderson	Clerk	River Division
Sievert Jacobson	Section Laborer	Minneapolis Shops
August Jepson	Machinist	Chicago Terminal Division
Andrew Larson	Stower	Madison Division
Thomas A. Leahy	Conductor	Dubuque Shops
Thomas Lochner	Machinist	Wisconsin Valley Division
Andrew Martinson	Carpenter Foreman	S. C. & D. Division
Ole Miller	Section Laborer	Wisconsin Valley Division
Frank Penleski	Section Foreman	Milwaukee Terminal Division
Frank Pronck	Blacksmith	Western Avenue Shops
John Schmit	Gate Repairer	
Otho W. Stephens	Hostler	

C. W. MITCHELL,

Secretary-Treasurer,

NOTICE!

Milwaukee Road Bowlers

The Ninth Annual Milwaukee Railroad Employees' Bowling Tournament will be
held at Kansas City, Missouri, every Saturday and Sunday during the month of
March, 1930. Make your plans now to visit Kansas City, The Heart of America.
See the beautiful homes, the boulevards, the ideal place to bowl. Make your reserva-
tions now. Bring your family, have a good time and bowl like you never bowled
before. For further information and reservations address

J. W. TALBOTT,

1428 Liberty St., Kansas City, Mo.

"At the present time I have nineteen
foremen, and to prevent injuries to the
men in these nineteen crews, I must be
on the job at all times. I watch them
closely in their work and if anyone has
an injury I know at once that that is the
weak spot."



Peter Hollinshead

Peter Hollinshead Retires

SUMMER visitors to the Wisconsin Valley
Division will, another year miss an old
friend, who for forty-nine years has served
patrons of that division as conductor of its
passenger trains. In November just past,
Peter Hollinshead, Senior, laid aside the gold
braid and buttons and stepped off the yellow
cars where he had so long been like the cap-
tain on the bridge of a steamship. Mr. Hol-
linshead is in his eighty-fourth year and he
retires to enjoy a leisure he has richly earned.

"Pete" Hollinshead, as he is known to every
employee on the division, began his railroad
career on the Erie R. R. in 1857, when he was
twelve years old, as water boy on passenger
trains. The following year he became a brake-
man. At the outbreak of the Civil War he

enlisted in the 70th New York Volunteers,
serving in that and other regiments until the
close of the war, when he returned to the Erie
R. R. He came to Wisconsin in 1876 and in
1879 entered the employ of The Milwaukee in
LaCrosse Division train service. When The
Milwaukee acquired the Wisconsin Valley Rail-
road, Mr. Hollinshead was transferred to that
line, and when passenger train service was es-
tablished he was given the passenger run where
he has been continuously ever since.

Some Relics of an Olden Day

George Clough

IN taking down the drawbridge on the
Wisconsin River between Wooman
and Wauzeka, Wisconsin, for repairs, we
found a nickel, a penny and a slug which
was good for one glass of beer at the
Husa Brewery of Bangor, Wisconsin.
Also a letter from Mr. E. Greenwald,
former general iron bridge foreman,
which was in first-class condition. These
were put in at the center of the turntable
of the draw as souvenirs by John Mel-
cher, in 1892. Mr. Melcher had forgotten
that he had put this letter in until it was
found. Mr. Melcher is still foreman of
an iron bridge crew.

Card of Thanks

We wish to express our gratitude and
appreciation for the many kindnesses
shown us, and for the beautiful floral of-
ferings at the time of our bereavement in
the loss of our beloved Edward Dalton,
who met death suddenly in Chicago on
January 9th.

MRS. ANNA DALTON
and Family.
EDWARD MATHERN.

Practice Makes Perfect

At the Lincoln County picnic at Vineland,
the rolling-pin throwing contest was won by
Mrs. W. H. Upsall, who threw the rolling-
pin 67 feet. Her husband won the 100-yard
dash for married men.

—Union Pacific Magazine.

What We Have on the I. & M. Division

W. J. Lieb, Trainmaster



W. J. Lieb

THE I. & M. Division consists of 315 miles of main and branch lines service in the wealthiest part of southern Minnesota and northern Iowa.

Originally this was the richest farm land in this section of the country and was first to be settled. When railroads were projected the first one built was one to serve this productive district and that part of the I. & M. and I. & D. Divisions, extending from Marquette to the Twin Cities, and was the first rail connection between St. Paul and Minneapolis and the east. Since that time the Milwaukee Road has given the people continuous and dependable railroad service. Two employees, Ellif Nelson and Mike Gilmartin, have been continuously in service since the start and are still carried on the payrolls.

Agriculture along the I. & M. Division early took on the dignity of a profession, and for years has been thoroughly diversified, one of the first co-operative creameries in the country was the Union Creamery at Blooming Prairie. This was soon followed by others until Steele County boasted the greatest density of co-operative creameries of any county in the United States. Intelligent management has made these institutions successful almost without exception, and made possible such going concerns as the Land O'Lakes Creameries and the Twin City Milk Producers Association, two of the outstanding co-operatives in the whole country.

The county fairs at Owatonna, Minn., and Cresco, Iowa, have grown much beyond being mere county institutions and are really district expositions. Steele County fair at Owatonna this year registered an attendance of over 80,000 in four days. When one considers that the entire population of the county is less than 19,000 one can see the possibilities of a well-managed county fair.

Manufacturing is a more recent development, first started to care for the natural resources in raw material, it has grown much beyond that.

One packing house last year paid us over a million and a half dollars in freight charges. Their product is nationally known.

Most of the uniforms worn by the Big League ball players are made from cloth manufactured by a woolen mill located on the I. & M. Division.

A manufacturer of playground material ships a carload every other day during the shipping season, recent shipments going to Switzerland and Argentine.

If you want to buy the best shoe possible for your youngster, you will probably find yourself buying a shoe made by a factory on the I. & M. Division, and it doesn't make any difference in what city in the United States you go to look for it either, the shoes are made here



Court House, Faribault, Minn.



River Scene Near Northfield, Minn.



Blooming Prairie's Two Bank Buildings

and distributed over the entire United States.

A few years ago, a lady in one of the larger eastern cities bought a very beautiful mahogany table at a rather beautiful price. She showed it to a friend of ours who in looking it over noticed the maker's stamp. Yes, it had been made in a factory on the I. & M. Division; of course he didn't tell the lady. Anyway the table's genealogy had been made after it left the factory. This factory not only makes tables but a complete line of furniture, and sells it down east in competition with eastern makers.



Shattuck Military School, Faribault, Minn.

Electrical units made at a factory on the I. & M. Division, go into telephone and radio sets made all over the United States and in Europe.

Dressed stone from a quarry on the I. & M. Division is now moving to Philadelphia for the interior finish of a new public building. Architects are specifying this stone for the interior finish of the finest buildings in the country. Our own state capitol is furnished with it.

Without question the best equipped country flour mills, turning out the very highest grade of hard wheat flour, are located at I. & M. stations.

Several modern canning factories are located on the division, the largest being the \$300,000.00 plant at Montgomery.

Practically every station has a creamery, the new \$25,000.00 creamery now being erected at Farmington, is the most modern.

Nurseries at I. & M. stations ship trees and plants to practically every town in the northwest.

One seed house had over 5,000 customers for their "assortment of garden seed" cases the past year, this is aside from their thousands of other customers.

"We have only been making trucks for thirty-five years, and we have no record of one wearing out yet." This was the reply of the president of a truck factory on the I. & M. when asked what the life of one of his trucks was, and they turn out fifteen carloads of them a month.

If you want to see forty acres of peonies in one field all in bloom at the same time, you will have to come to a station on our division.

Wood-working machinery used in practically every wood working factory in the United States is made at one of our stations, and road graders with almost as wide a distribution are made in the same town. The twinebinder, Howe sewing machine, combined churn-butter worker, and numerous other radical labor-saving machines saw their early development in factories at stations on this division.

Such a background should naturally develop a type of manhood that would leave its impression on the nation. An I. & M. boy became president of the New York Central Railroad, and during his entire life time maintained his legal residence at his home town, and now lies buried in its little cemetery. His funeral service was conducted in the local church, by the local people, and the executor of his estate was the local banker.

Numerous other outstanding railroad men have come from this division. Our own president was born in an I. & M. town, and received his education at institutions in cities served by our division. Our general manager a few years ago was trainmaster on this division.

The head of the largest financial institution in the northwest, was a boy in an



Old First National Bank Building, Scene of Famous Younger Raid, Northfield, Minn.



Street Scene, Northfield, Minn.



Inset—Park and Business Street, Austin, Minn. Below—Hormel Packing Company.

I. & M. town, and fifteen or twenty other outstanding men in the business world had the same good start.

The arts, letters, music, etc., all have able representatives of families in these same towns.

All of this might lead one to think that we are living in the past and are paying too much attention to our ancestors and not enough to our descendants. This we hope is not the case. Twenty-seven miles of the I. & M. Division has the reputation at the present moment of being the busiest piece of single track railroad in the western United States. Incidentally this piece of track is laid with 39 foot 100 pound rails and maintained as well as any track on our system. Our regular freight power is L-2 engines, and we can run any size passenger power we can get. Our earnings

show a healthy if slight increase from month to month, and our men are proud of the country they serve, proud of the work they are engaged in, and especially proud of the old I. & M. Division and their entire railroad.

Trainmaster Lieb is a veteran in Milwaukee service, having been in the company's employ since 1893, with a brief period during that time when he was in business in Owatonna, Minnesota.

He started as agent and operator, continuing in that service until April 1, 1908, when he was appointed traveling freight agent with headquarters at Minneapolis, and covering the territory Minneapolis to Winnipeg, Miles City and Helena, Montana. March 1, 1918, he received the appointment of trainmaster on the I. & M. Division.

Activities of the Mason City Chapter, Milwaukee Women's Club

Paper read by Mrs. Guy Davis at I. & D. Safety Meeting in Mason City

I BELIEVE we are, as a club, well fitted to do this work. First, we have the time and inclination. Second, many of us are middle-aged and know from experience the needs and difficulties of different families and we are able to sympathize and help in a sensible way. Third, we know quite well how to make one dollar do the work of two. Our work is really divided in two classes, first, among those who are temporarily embarrassed through sickness or other bad luck; second, among the families where the father's income is not sufficient to clothe and educate the children, and where a loan would be a burden.

During the three years that I have been a helper in this work, we have accumulated a store of information, and very often it is not money alone that fills the need. We are in a position to help and advise, such as legal advice, widows' pensions, reduce doctors' charges, etc. In

the case of children in need of clothing—it is a joy to outfit them, either from the donations made by the members, or by buying new material to make them comfortable and respected by the other children.

It is a course of personal satisfaction to go to visit a home where there is a serious trouble and in the name of the Women's Club, offer help, talk to the doctor if there is illness, secure a nurse if necessary, buy medicine, or perhaps help with the grocery or coal bill, as the occasion demands. We try in every way to do the sensible and kind thing, and believe that we have the sincere appreciation of each one whom we have had the pleasure of helping.

The Milwaukee Women's Club is known to the merchants, who give us a substantial discount on our purchases in blankets, clothing and groceries. The dry cleaners have done work for us free of charge, because we try to have second-hand gifts as clean and presentable as possible to avoid offending. Other organizations know our worth and have given of their surplus which we could use. In case of urgent need, such as fire,

etc., we have the means at our disposal in the way of money, a sewing machine and plenty of good women to outfit several families in a very short time. It is a source of satisfaction to know that should we be short of funds that the general treasury has a reserve fund more than enough for our needs.

Once or twice we would have been glad to have helped on payments on a home had the investment warranted. In one, the owners equity barely covered the depreciation in value; and the other was much too large an investment for us to handle.

At present we are paying for treatments for a young girl who had infantile paralysis. This is her third course of treatment. Her general health is much improved and there is a noticeable difference in her ability to stand and get about. While there is no guarantee that she will be cured, we feel that we are doing the right thing in making every effort to restore her to normal health.

Three or four years ago, another girl suffering from an accident was materially benefited through the influence of the club. We secured the services of Dr. Lounsbury, and also helped pay other doctors for treatments which continued over a period of months. This girl was so happy over her recovery that she returned every cent spent by the club in hopes that it might be used again and again in a good cause.

Here are some of the kind little acts of the club to cheer and help the sick—giving baked goods, wine, jelly, candy, flowers, plants, books, daily papers, hundreds of personal calls and cards of cheer. For those needing aid we have given fuel, groceries, boxes of clothing, such as dresses, coats, quilts, blankets, Christmas baskets, clothing suitable for graduation outfits, for convalescing patients, yard goods to be made up, some money and numerous loans. We also have a scholarship fund to assist children through high school and business college, or any special course of study which will fit them to make an honest living. We have been fortunate in locating work for those unable to find work, and have spent on an average of \$30 per month since the first of the year for things absolutely necessary to the comfort and welfare of five of our families. I can truthfully say that not one cent has been mis-spent, nor have we been imposed upon. We show no favoritism and work religiously to that end. Our work is entirely for Milwaukee men and their families.

We want your membership—not so much for the dollar you contribute, because we will function as long as the ways and means are active, but as an admission of your approval of the Milwaukee Women's Club.

Spokane Chapter

Mrs. Edw. A. Breeden, Historian
SPOKANE CHAPTER held its annual Christmas party in the club rooms, Thursday, December 26th.

A tree for the kiddies, community singing, a program and Santa and a treat were the main features of the evening. Later refreshments were served and a good time had by all.

The following officers have been elected for 1930: President, Mrs. Albert Janosky; First Vice-President, Mrs. Clement Shook; Second Vice-President, Mrs. N. F. Whalen; Corresponding Secretary, Mrs. F. W. Watkins; Recording Secretary, Mrs. E. K. Stedman; Treasurer, Mrs. Chas. Strong; Historian, Mrs. Edw. A. Breeden.



Maximum Loading of Freight Cars

IN the July, 1929, issue of this Magazine and in previous issues reference was made to the campaign to secure more nearly capacity loading of freight cars. The campaign is progressing and the results so far attained have been very satisfactory, although still far short of the goal. The subject is also being handled through the Shippers' Advisory Boards in the various districts and it has been found that shippers and receivers of freight in general are very glad to go along with the idea and in many cases it has developed that the only reason they have not been doing more along these lines is because it was never brought to their attention.

There are quoted below some figures showing the loading on all Class 1 Railroads in the United States and on the C. M. St. P. & P.-C. T. H. & S. E. during the years 1927 and 1928, divided as between the five major classifications of the Interstate Commerce Commission.

REVENUE FREIGHT ORIGINATING ON C. M. ST. P. & P.-C. T. H. & S. E. AVERAGE TONS PER CAR

	All Class 1 Railroads		C. M. St. P. & P.-C. T. H. & S. E.		
	1927	1928	1927	1928	Sept., 1929
Total Products of Agriculture	24.0	24.6	32.5	33.0	33.5
Total Animals and Products	11.9	11.9	11.4	11.4	11.7
Total Products of Mines	51.3	51.5	47.2	48.2	49.2
Total Products of Forests	28.3	28.4	34.3	33.5	33.8
Total Mfrs. and Miscellaneous	26.3	26.3	22.6	22.1	21.7
Grand Total All Carload Traffic	35.1	35.0	30.7	30.3	30.5

It will be observed that the average load on our line is better than that of all railroads as a whole, except as to the animals and products, products of mines and manufacturers and miscellaneous. There has been a consistent improvement in our average load of products of agriculture which includes grains and their products and also in the average load of products of mines which includes bituminous coal, sand, stone, gravel, ore, etc. We have not, however, done so well in connection with the other items especially manufacturers and miscellaneous.

As a further item of information, there is quoted below the average load of some of the principal individual commodities loaded on our line compared with all Class 1 railroads.

REVENUE FREIGHT ORIGINATING ON C. M. ST. P. & P.-C. T. H. & S. E. AVERAGE TONS PER CAR

	All Class 1 Railroads		C. M. St. P. & P.-C. T. H. & S. E.		
	1927	1928	1927	1928	Sept., 1929
Wheat	42.3	42.8	44.0	44.6	45.3
Corn	37.5	38.1	38.7	39.6	40.6
Oats	29.9	30.6	33.5	34.0	36.4
Barley and Rye	35.2	39.2	40.2	39.8	40.5
Flour	24.4	24.5	25.6	25.8	25.9
Other Mill Products, N. O. S.	21.4	21.8	22.9	23.5	23.6
Cattle	11.5	11.5	11.5	11.4	11.1
Hogs, Single Deck		9.1		8.6	8.6
Hogs, Double Deck		12.4		12.0	12.6
Fresh Meats	12.5	12.5	13.0	12.8	13.6
Bituminous Coal	53.1	53.3	44.3	45.5	46.4
Iron Ore	54.9	55.4	52.3	52.6	55.2
Gravel and Sand	51.7	53.3	52.0	54.5	55.9
Logs	30.8	32.4	36.6	36.9	37.1
Lumber, Shingles, Lath	26.4	26.5	29.0	27.9	28.1
Iron, Steel, Pipe		30.8		29.1	29.0
Iron and Steel, rated 5th Class		32.8		26.4	26.9
Cement	37.7	38.0	37.4	38.2	38.7
Agricultural Implements	16.8	14.3	13.6	13.9	14.1
Autos, Passenger		6.0		5.9	5.9
Auto Parts		16.5		15.5	18.4
Canned Goods	23.0	22.8	22.5	22.0	22.1

Considering the fact that there are a large number of 50-ton capacity box cars now in service on which the maximum load limit is better than 60 tons, while the average of 45 tons on wheat is the best we have had so far, it is still far from utilizing the car to the maximum capacity, as it has been demonstrated that cars can be loaded to the load limit and still leave sufficient space between the top of the load and the roof to allow proper sampling at the primary markets.

The loading of bituminous coal, while also showing the best performance we have had so far, is still low considering the fact that there are very few 40-ton

capacity coal cars still in service, practically all of our coal car equipment being 50-ton capacity with a maximum load limit of about 60 tons, and we also have a large ownership which is steadily growing, of 70-ton capacity cars on which the maximum load limit is in the neighborhood of 80 tons.

A review of the situation over the entire country made by the Car Service Division of the American Railway Association, has indicated that it is largely a matter of education of the individual shipper to load car heavier, and of the receiver to buy in carload capacity quanti-

ties, instead of specifying minimum carload lots.

Our experience has indicated that the quickest results are obtained by handling through the receivers or consignees of the shipments, as at times a shipper hesitates about handling the matter with the consignee for competitive reasons and usually the consignee is very quick to see that the entire subject is taken care of if he will specify on his orders "loaded to maximum load limit," and there is apparently no reason why that cannot become a general trade practice supplanting the former method of ordering in 20, 40 or 50 ton lots.

A pamphlet urging the maximum loading of equipment is now being distributed by the Northwest Shippers Advisory Board to all consignees and shippers within the jurisdiction of that board which comprises the states of Montana, North Dakota, South Dakota and Minnesota, and it is quite likely that similar action will be followed in the territory of other boards.

Loading freight car equipment to "maximum load limit" not only results in economy in operation for the railroad, decreasing the number of car units required to move a given amount of tonnage, but also reacts to the benefit of the shipping public in general, decreasing the shippers' and consignees' cost in loading and unloading due to having fewer cars to handle, reducing possible congestion at and in the vicinity of their plants and oftentimes resulting in decreased demurrage expense. It opens a wide field for economic improvement in the country as a whole and deserves the fullest support of everyone whether they be in the railroad or in other lines of business.

Average Miles Per Car Per Day

THE objective of FORTY MILES PER CAR PER DAY was not attained during the year 1929. The performance compared with the preceding year follows:

Unusually severe weather conditions during the first two months of the year together with the slow-up in the loading during the fall were largely responsible for the failure to make a much better showing.

We are starting out the present year under very favorable conditions with the expectation of making the GOAL—FORTY MILES PER CAR PER DAY this year which can be accomplished through the active daily support of each individual employe in any way involved in car movement or handling with the view of—

1. Increasing the average load per car by loading as many cars to maximum load limit as possible, thus de-

Comparative Performance

	1929				1928			
	Lines East	Lines West	System	System Cumulative to date	Lines East	Lines West	System	System Cumulative to date
January	28.4	30.0	28.6	28.6	29.8	35.4	30.7	30.7
February	30.8	34.7	31.4	30.2	33.5	43.6	35.0	32.7
March	32.5	41.7	33.9	31.2	35.8	46.2	37.5	34.3
April	33.2	43.6	34.8	32.1	31.5	42.6	33.3	34.1
May	34.8	47.8	36.9	33.1	33.2	48.4	35.6	34.4
June	34.8	48.5	37.0	33.7	34.4	50.0	36.9	34.8
July	35.1	41.8	36.2	34.1	34.2	45.0	35.9	35.1
August	37.2	41.6	38.0	34.8	36.7	46.3	38.4	35.6
September	35.2	34.2	35.0	34.8	36.6	41.6	37.6	35.8
October	36.5	34.9	36.2	34.9	37.4	43.9	38.5	36.1
November	32.9	34.3	33.2	34.7	33.8	36.5	34.2	35.9
December	29.6	30.2	29.7	34.3	32.2	29.2	31.6	35.6
Total	33.5	38.5	34.3	34.3	34.2	42.2	35.6	35.6

creasing the number of cars necessary to move the tonnage.

- Expediting the loading and unloading of equipment by following the subject constantly with shippers and consignees, particularly those who frequently delay the loading or unloading.
- Prompt switching service of empty as well as loaded cars, having them placed and removed from industries promptly, correctly classified and forwarded in the first proper train.
- Accomplishing prior to midnight delivery to connecting lines of cars intended for movement to those lines, this to include cars of private

ownership as well as railroad owned.

- Prompt switching of both loads and empties to and from repair tracks.
- Careful observance of general instructions pertaining to the distribution of empty equipment.
- Complete and accurate 37 reports showing full car situation so that the supply of cars may be distributed to the best possible advantage which cannot be done if the reports are not complete or cars are not accurately reported as to classification, etc.

The result depends entirely upon the continued daily co-operation of every employee.

SPORTS Bowling Notes

Standing of

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. EMPLOYEES' BOWLING LEAGUE

Team	Won	Lost	Per cent	Average
Assistant Comptroller	32	16	666	876
Ticket Auditor	31	17	645	884
Freight Auditor	30	18	625	859
Auditor Station Accounts	27	21	562	861
Car Accountant	24	21	500	856
Auditor of Expenditure	22	26	458	849
Comptroller	16	32	333	826
Boosters	8	37	177	793

INDIVIDUAL AVERAGES

Player and Club	Games	Average
Gumz, Ticket Auditor	41	189
Lange, Auditor Station Accounts	48	186
Dale, Comptroller	42	186
Glesner, Auditor of Expenditure	48	185
Teskett, Car Accountant	48	184
Krumrei, Ticket Auditor	48	184
Ciesinski, Auditor of Expenditure	48	183
Knoll, Car Accountant	33	182
Peterson, Freight Auditor	48	180
Hegardt, Boosters	44	180

High Team Average—Three Games

Assistant Comptroller 2,883 Ticket Auditors 2,823

High Single Game

Assistant Comptrollers 1,053 Car Accountants 1,033

High Individual Average—Three Games

Hegardt 698 Gumz 678

High Single Game

Glesner 257 Knoll and Gumz 256

The night of January 7th was certainly a banner night for the league. On going over the scores we found that the high individual average for three games was 489 and for one game 163. There were one hundred and sixty railroads, an average of twenty per team, and innumerable blows. The "kitty" sure received its share that night.

The highest score for three games was 610, rung up by Herman Treskett of the car accountant's office. He started with 230 and 223, but weakened badly in the last with 157. Even Glesner of the auditor of expenditure's, flopped to the tune of 438, with scores of 139, 160, and 139. Fouls were committed by Shell, Knoll, Peterson and Anderson.

D. Ramsay, car accountant's office, and H. Rau, auditor of expenditure's, tied for the "steamroller" game with the score of 124. What a night! What a night!

The dollar prize for each contest was won by E. Heyn, 209; J. Ciesinski, 200; H. Treskett, 230, and H. Tobin, 205.

On January 14th Ted Gajewski, subbing for The Great Taber, knocked down 101 pins. The game included 7 blows. We believe he missed as many as he knocked down.

Here's H. Rau again with a hot series of 387, with games of 119, 120 and 148.

Continuing on the subject of low scores: Here's Ben Reinert with a 414 series, which included 12 blows and 3 railroads. And again—here's the league-leading Gumz with 486. The boy is slipping.

H. Krumrei of the ticket auditor's team, piled up a nice series of 673, with games of 211, 242, and 220. Nice going, Harry.

The "dollars" for that night were won by Dale, 221; Krumrei, 242; Treskett, 234, and Gannon, 201.

C. Lange, bowling with the Alderman Melons, rolled into the money in the C. B. A., with scores of 617, singles, teamed with J. Traubnich in the doubles, 1,191, and the five-man team piled up 2,877.

The Milwaukee Railroad Women's Club Bowling League

Fullerton Avenue Chapter
End of the Twelfth Week

Team	Won	Lost
The Arrow	23	10
The Pioneer Limited	21	12
The Fast Mail	20	16
The Pacific Limited	20	16
The Bat	18	18
The Columbian	15	21
The Sioux	14	22
The Olympian	10	26

INDIVIDUAL AVERAGES

Player	Average
B. Albright	155.11
J. McDonald	149.12
L. Teske	139.28
E. Reck	138.32
M. Freitag	138.12
M. Drebes	138.1
E. Collins	137.10
M. Porten	134.1
G. Larson	129.9
M. Maney	126.1
M. Teske	124.29
H. Rohde	115.20
H. Stegman	113.2
A. Byrne	112.6
F. Krella	110.17
M. Steffen	105.4

High Individual Average—3 Games
B. Albright 534

High Team Average—3 Games
The Sioux 1,324

High Single Team Game
The Fast Mail 505

High Single Game
B. Albright 209

Since the last issue, many changes have taken place in the team event. The Fast Mail has been setting the pace and is living up to its name. This team is captained by Miss Lydia Teske and with the aid of her sister Mae, have brought the team from sixth place to third place within the last five weeks.

On Monday, December 30th, Miss L. Teske tried hard to displace B. Albright for high individual game honors, but found the going pretty hard, and had to be content with 203, which is second high individual game to date.

During the last four weeks games of 193, 197 and 190 were rolled by M. Freitag, M. Teske and J. McDonald. An additional spare or strike by either would have placed all of them in the selected circle of the 200 club.

On December 23rd B. Albright totaled 534, which is high individual series and on December 16th The Fast Mail team collected 505 pins in their last game to take the honors away from The Bat who had high team game previous to that time.

The Fullerton Avenue Building Basketball Team

THE results of the opening game of the season were: Wichboldt Stores, 37; Milwaukee Road, 31.

The players representing the Fullerton Avenue unit are: Jack Taber, manager; Tom Funk, Al Selk, Chester Scheible, Wally Blott, captain; L. Soma, Eddie Rumpfs.

We also challenge any team connected with the Milwaukee Road.

Linked with Agriculture

Farmer (to friend): "I bear, Bert, that while ye were in the city ye took up this here golf. How'd ye like it?"

Bert: "Well, it ain't bad. It's a bit harder than hoein' turnips an' a bit easier than diggin' potatoes."

CLAIM PREVENTION

L. C. L. Merchandise Handling and the Prevention of Claims

W. F. Garvey, Traveling Inspector

THE first requirements in the safe transportation of L. C. L. merchandise is a properly executed bill of lading. Agents should see that the bill of lading is completely and legibly written, that goods tendered for shipment are properly described and that the marks correspond with the description of the goods, as must also the name of consignee and destination and other essential information. This done, a careful check of each and every article should be made and proper exceptions noted, where any are found to exist, following which, careful loading and proper billing complete a service on the part of the forwarding agent, which should make him feel that the goods which have been entrusted to him as the official representative of the carrier are well on their way to a safe and satisfactory delivery.

A like responsibility rests with agents and employees at transfer and delivering stations, carelessness on whose part may destroy the guarantee of the agent executing the bill of lading, that the goods will be delivered to the party to whom they are consigned in the same first-class condition in which they were received and without unreasonable or unnecessary delay.

Failure to carry out each and all of these necessary requirements contributes to the cause of a heavy drain upon the treasury of the railroads in the form of loss and damage claims—some of the principal causes of which are as follows:

Careless or improper checking at the time of receipt, transfer or delivery.

Careless or improper handling, loading or unloading.

Improper billing.

Separation of waybill from shipment.

Loss of entire package.

Concealed loss.

Concealed damage.

Faulty records.

While space will not permit going into a discourse in detail regarding these various causes and the means of prevention, the following suggestions are offered for the guidance of agents and others concerned:

Agents and station employees should consider seriously the value to the owners of shipments offered for transportation and handle them with the same care and attention which they would exercise in the handling of their personal goods.

Billing clerks and others having to do with the making and handling of waybills should inject into their work the personal interest required, not only to see that each and every article is completely and properly billed, but that the waybills are handled with the care necessary to prevent them from becoming separated from the goods, bearing in mind that an astray shipment is a forerunner of a freight claim.

Loss of entire package is most frequently due to erroneous delivery, or failure to receive goods for which a bill of lading has been issued, either of which causes is the result of improper checking, and methods should be employed to guard against this condition.

A careful inspection should be made of containers showing evidence of having been reentered or in any manner tampered with and contents of these packages should be carefully invoiced whenever necessary to determine the possible extent of concealed loss. Similar action should be taken where leakage, rattling or other evidence of concealed interior damage appears.

Finally, but by no means the least important, the records of the station should be kept in such a way that complete and explicit information may be promptly furnished in response to inquiries from the Freight Claim Department in their efforts to establish the validity of any claims which they are called upon to investigate.

A Few Don'ts Along the Line of Claim Prevention in the Handling of L. C. L. Freight

DON'T load empty cement sacks on top of other freight.

DON'T permit trucker to jam freight in place with the tip of truck.

DON'T permit empty oil barrels to be loaded in car on bilge; such loading creates oily floors.

DON'T permit truckers to drag sacks of seed and other articles in sacks over floors.

DON'T permit drayman to drop or throw freight from trucks.

Claim Prevention—LIVE STOCK

F. R. Smith, Traveling Inspector

ONE of the most serious problems or items that the railroad is handling and combating daily in our efforts to bring about a reduction in claim payments is the handling of live stock.

In view of the fact that after all has been said and done we are still having excessive deadage in live stock and I wonder if employees realize that to date we have been presented with something over \$300,000.00 in live stock claims this year for value of stock received at destination killed, crippled or loss in weight.

There is just one thing that is going to bring about a reduction of these claims and that is closer supervision by all concerned and that means every employee on the Milwaukee Railroad, whether he has anything directly to do with the handling or not, everyone can help one way or another.

First of all it is important to see that proper cars are furnished for the live stock shipments as requested; next see

that they are well bedded and free from nails, also that cars for cattle and horses are supplied with bull boards. Proper equipment properly prepared is half of the battle. Next it is very important that agents or those in charge of loading should carefully examine all live stock as to their condition; if possible find out when last fed and watered, how far driven in to the loading yards, and get a general record of all conditions. See that they are counted into the cars and above all try and keep the shipper from overloading, for overloading means damage or death to stock, and a dead cow, horse, hog or sheep is of no value to the shipper or the railroad. If the shipper insists on overloading protest it and place a notation on his contract and waybills to that effect; then the Claim Department has a talking point when they come to settle a claim, if any, on the shipment.

Live stock waybills and contracts must carry all notations such as time loaded, full feeding instructions, stating if man in charge of stock and if 36-hour release is signed, and it is also very important to see that a 36-hour release is signed and attached to the waybills.

A dry, clean bed for hogs is important in eliminating claims and those in charge at watering stations must see that hogs are not overwatered or water allowed to remain in the troughs so that it might slop out while in transit, especially in the cold weather, making a cold bed for the hogs causing them to pile in the cars and suffocate. In severe cold weather hog cars should be protected or papered on one side.

Conductors in charge of trains should watch all live stock in their trains and keep chief dispatcher advised. Agents at destinations should be on hand to count stock when unloaded and make a general record of condition.

Live stock claims must be and can be reduced if we will all give it our best supervision.



Donna, Little Daughter of Assistant Chief Operator R. E. Joiner, Butte, Montana

Current News of the Railroad

United States Minister to China Goes West on Olympian

On January 7, Mr. Nelson T. Johnson, United States Minister to China, left Chicago on The Olympian for Seattle, en route to China.

Radio on The Southwest

Radio Receiving Sets Installed on Kansas City Trains

WITH the installation, December 18, of radio receiving sets on The Southwest Limited, radio is now provided on four important Milwaukee Road trains: The Pioneer Limited, The Olympian, The Arrow and The Southwest Limited. The sets are installed in the observation or club cars and are so arranged that the speakers can be cut in or out in different parts of the cars. The sets also have phonographic record attachments, which provide entertainment for passengers in the electrified sectors, where the air receivers are inoperative.

St. Olaf's Choir Arrived on The Sioux

The Famous Singers on Regular Annual Tour

THE famous Lutheran Choir of St. Olaf's College, Northfield, Minn., arrived in Chicago January 19 on The Sioux train from Northfield. They were en route to Joliet, where they opened their mid-winter tour. They will visit southern and eastern cities.

This justly celebrated group of singers have a country-wide fame and their advent in the towns where they are booked to sing is hailed with pleasure by a large following of admirers.

George Rector Lecturing in the West

GEORGE RECTOR, director of cuisine of this railroad, has gone on a good-will tour to western cities, to give a series of lectures on the culinary art, of which he is past master. He will be assisted in his demonstrations by Rene Chauveau, instruction chef.



One of the New 6400 Series Locomotives

New Passenger Locomotives Received

The First Installment Goes into Test Service

THE first of the new giant locomotives designed for use in long-distance passenger service has been received, and the above illustration gives a slight idea of their size and the power which they are capable of producing. This locomotive is one of fifteen of The Milwaukee's new fleet and is being tested on long distance runs on passenger trains, without detaching the locomotive from the train at any intermediate point. Stops for coal and water will also be reduced by reason of the extraordinary capacity of the tank and coal tender. Fifteen thousand gallons of water and twenty tons of coal, double the former capacity, can be carried in the 12-wheel, roller-bearing tenders. The entire fleet is superheater equipped, has mechanical stokers and all other modern appliances. The locomotives are completely equipped with roller bearings, which are mounted on the inside of the wheels that revolve around a stationary axle, similar to the arrangement on automobiles; and first adopted for use on locomotives by this railroad, which was also the first to adopt roller bearings on through passenger trains. Some of the principal special equipment on these new engines are:

- Type "E" superheater.
- Nicholson thermic syphons.
- Standard stoker.
- Okadee smoke box hinges.
- Baco blow-off cocks and sludge removers.
- Cast steel one-piece engine bed and integral cylinders.

- Brass shoes and wedges.
- Hoofer flange oilers.
- Carbon vanadium springs.
- Grisco driving box.
- Christman hub plates.
- Laird guides and crossheads.
- Baker valve gear.
- Roller bearing engine truck.
- Roller bearing trailer truck.
- Coffin feed water heater.
- Cab of steel, welded throughout.
- Smoke box throttle.
- Viloco four-opening exhaust nozzle.
- Inside steel steam pipes.
- Whelan by-pass valves.
- Force-feed lubricators.
- Alemite lubrication.
- Swanson gauge holders.
- Tender frame cast steel water bottom.
- Tender trucks, six-wheel, roller-bearing.
- Miner friction draft gear on tender.
- Tender welded throughout.

Also the following characteristics:

Cylinders	26 in. x 28 in.
Drivers (Dia.)	79 in.
Steam pressure	225 lbs.
Tractive power	45,882 lbs.
Weight on drivers	189,000 lbs.
Weight on leading truck	75,000 lbs.
Weight on trailing truck	100,000 lbs.
Weight, total of engine	364,000 lbs.
Weight, tender	280,000 lbs.
Weight, total engine and tender	644,000 lbs.
Wheel base, engine and tender	82 ft. 0 in.
Diameter, boiler, first ring	82 in.
Firebox	96 in. x 120 in.
Grate area	80 sq. ft.
Tender water capacity	15,000 gals.
Tender coal capacity	20 tons

Sioux City's New Improvement

THE following from The Sioux City Journal of December 29, 1930:

Sioux City's \$1,000,000 river front improvement project, which provides a new railroad right of way through the west side and opens a valuable new industrial district, formally was dedicated Sunday when The Arrow, the crack train of the Chicago, Milwaukee, St. Paul and Pacific Railroad, steamed majestically over the glistening new rails.

Opening of the new route also marked the closing to through traffic of the dangerous mainline, which for nearly fifty years had wound through the west side of the city and had constituted a serious menace to public safety. More than twenty grade crossings have been removed from the main line of the Milwaukee as a result of this improvement. The old line will be used hereafter for switching purposes.

Two hundred Sioux Cityans attended the dedicatory exercises.

As the crack westbound Arrow train, running from Chicago through Sioux City to Aberdeen, S. D., steamed over the new tracks, its coaches carried representatives of the Chamber of Commerce, the Greater Sioux City committee, business and professional groups.

The train, which wound slowly along the banks of the Missouri river, included three sleepers, a dining car, an observation car, two day coaches, a mail and baggage car.

William Gordon, 2719 Jackson Street, real estate operator, was a guest of honor on the colorful ride over the new tracks. Other guests were Mayor Thomas B. Huff, and members of the city council.

"Operation over the new tracks was smooth," B. O. Searles, division freight and passenger agent, said. "The trip marks a new era in safety movement operation," F. T. Buecher, division superintendent, said.

The Arrow train on that date was handled by Joe Thomas, engineer; Ove Lynberg, fireman; Dave Murphy, conductor, and Ed Stevens, brakeman.

Little Four-Year-Old Traveler From Seattle to Scotland, She Goes Alone

WITH a little rag doll her only companion, a little four-year-old tot arrived in Chicago on The Olympian January 2nd, going overseas to the home of her grandparents in Scotland. She was Isobel MacPhail and she came from Seattle in charge of Steward H. J. Jones, who placed her in the care of The Travelers' Aid at Chicago. Her father was killed in an automobile accident in Seattle, leaving her an orphan.

1930 Almanacs Being Distributed

THE usual little yellow-covered collection of weather wisdom, historical data, timely information and what not, are being sent out to inquirers and distributed over the railroad through various agencies. No reason, now, for not knowing when the new moon is due, what kind of weather to expect next Fourth of July, etc., if you provide yourself with this handy little pamphlet. It is free.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Bensenville Chapter No. 3

Louise Suter, Historian

AT the December meeting the following officers were elected:

President, Mrs. William Rands; 1st vice-president, Mrs. Jesse O. Capoot; 2nd vice-president, Mrs. A. W. Hervin; recording secretary, Mrs. Herman Byers; corresponding secretary, Mrs. David Rands; treasurer, Mrs. Emil Hugdahl; historian, Mrs. Frank Sutherland.

A Safety First meeting was held in the club house on the 4th. Arrangements were made by the Social committee assisted by Mrs. Guy Sampson and Mrs. Clarence Elliott. The large turn-out seemed like old times.

The Benefit committee has been doing much good work among needy families and will be financially assisted again soon by the Ways and Means committee raffle of a lovely lamp.

La Crosse Chapter

Mrs. Paul Mahoney, Historian

UP TO DATE, our chapter has one hundred and one voting members and thirty contributing members. We hope to boost this number the year 1930.

November 12, a card party was held at the club rooms. Ten tables of five hundred and five tables of bridge. Many beautiful and useful prizes were given. Mrs. Max Shultz was chairman of this card party.

Thursday evening, December 5, a sauerkraut supper was served to about forty-five of our members, after which the regular monthly business meeting was called to order. Three new officers were elected at this meeting. Mrs. Rubina Keaveny as secretary, Mrs. H. Wood as treasurer and Mrs. Neuman Van Tassel as corresponding secretary. A vote of thanks was given the outgoing officers, who were: Mrs. Elsie Rongoski, secretary and Mrs. Helen Coughlin, corresponding secretary. Mrs. Rubina Keaveny, treasurer. There will be another election of officers held at our next meeting January 2, 1930.

A Christmas party is now being planned and we hope Santa Claus will stop. There will be a Christmas tree, a sack of candy and nuts for everyone and presents for all the kiddies. A special committee has been instructed to help Santa Claus. We ask every member to bring their children and if they have none, there may be some little boy or girl among our railroad employees, who do not belong as a member, but are surely entitled to a present from old Santa himself.

Dubuque Chapter

Tillie Doolittle, Historian

DUBUQUE CHAPTER held its annual Christmas party for the Milwaukee families, Thursday evening, December 5. One hundred and fifty sat down to a bountiful dinner which was served at 6:30. Mrs. Donald Bagnell from Minneapolis, formerly a member of Dubuque Chapter, was a guest of the club. At the conclusion of the dinner, the president, Mrs. F. E. Leonard, introduced the following newly elected officers:

President, Mrs. Wm. Keefe; First Vice-President, Mrs. Frank Fernstrom; Second Vice-President, Mrs. George Graff; Recording Secretary, Miss Emma Sacks; Corresponding Secretary, Mrs. Frank Morgan; Historian, Mrs. Wm. Wright.

Mrs. Otto Wellman, chairman of the program committee opened a very attractive program with a reading by Miss Regina Ward. Mary Alice McLaugh gave several dancing and singing numbers and these were followed by a playlet written and presented by Miss Lucille Millan. This was a character sketch of the Mother Goose rhymes in poetry. As Miss Miss Millan gave her description of the Mother Goose folk each character came to life and danced in, one at a time to the accompaniment of music appropriate to that particular character. Miss Georgina Rafferty as Little Boy Blue presided at the piano and Mrs. Ruth Olson, as the Cat and the Fiddle, accompanied Miss Rafferty with the violin. The following were the other impersonations:

Jack and Jill
.....Miss Isabel Smith, Mrs. George Graff
Little Red Riding Hood.....Miss Marie Clifford
The Circus ClownMiss Emma Sacks
Little Bo PeepMiss Mildred Lund
The IndianMrs. James Smith
The Colored Mammy.....Mrs. A. L. Parmalee
Old Mother Hubbard
.....Miss Elizabeth Butterfield
The GypsyMrs. Helen Colby
The Old MaidMiss Lillian Butterfield

The entire cast gave several beautiful chorus numbers and then Jack, The Indian and The Colored Mammy gave solo dances which were very cleverly executed. The costumes were appropriate and attractive. Much credit is due Miss Millan and the Dubuque Chapter feels very proud to have a member who is so original and talented.

Green Bay Chapter

Mrs. M. E. Hastings, Acting Historian

SEVENTY members attended the luncheon held in the club rooms November 13th. Members from Marinette, Menominee, Oconto, Elkhart Lake and Hilbert, were present. Everyone reported a delightful time.

At the close of our November meeting, Mrs. Valentine conducted a number of contests which were much enjoyed.

Mrs. Ray Clark, who has been ill for several weeks, is convalescent.

Election of officers was held at the December meeting. The following officers were unanimously elected:

President, Mrs. C. B. Cheaney; First Vice-President, Mrs. Thomas MacLean; Treasurer, Mrs. Henry Coles; Recording Secretary, Miss Julia Johnson; Corresponding Secretary, Mrs. Thos. Bonit; Historian, Mrs. Chas. E. Allen.

Santa Claus arrived in Green Bay, December 17, at 7:30 p. m., by special train to greet Milwaukee Road children.

He was greeted by a chorus of forty singers in surplice and cossack, who sang Christmas carols.

After a program of declamations, story telling and songs, a volunteer program was given by the children, around an immense lighted tree. Boxes of candy were presented to the children.

A great number of cases of sickness are reported. We wish them all a speedy recovery.

Plans are under way for the sale of refreshments at the Safety First meeting and dance following.

Miles City Chapter

Edith Petterson, Historian

AT the meeting held December 23rd most of the time was spent filling stockings with candy for the kiddies' Christmas treat. A delicious lunch of hot dog sandwiches and coffee was served by the committee consisting of Mrs. Ruegge, Mrs. McKinley Gilmore, Mrs. H. C. Lathrop, Mrs. J. Umhoeffer and Mrs. John Grey.

We won another prize—this time for the best trimmed organization Christmas Tree in the city contest, which we unanimously carried off, receiving a prize of \$25.00. The tree was a mammoth one, set up in our Milwaukee Park opposite the depot and our clubhouse where it could be seen from passing trains. It was a beautiful thing, ablaze with hundreds of colored lights, with a large illuminated star topping it.

The Christmas treat for the children was held in the depot the afternoon of December 24th, and Santa was there for the occasion. 1,300 stockings had been cut, sewed and filled with candy by the club members, 1,100 of which were given away at the tree and 200 were sent to the Boys' Industrial School, which is located at Miles City. There were also 14 baskets of Christmas cheer sent to needy Milwaukee families in which was stored everything necessary for a good Christmas dinner and several more, also toys for the children which were donated to the club by the Gift Shop in Miles City. In addition the Sunshine Committee took candy and fruit to all our Milwaukee patients at the hospital, including a small Christmas tree trimmed for a little boy who was there over the holidays on account of a serious operation.

The doll furniture made and donated to the club by Passenger Conductor C. S. Brown was raffled off just before Christmas, and Mrs. C. D. Tarbox was the lucky one. We realized \$24.50 on this, which will go a long way in helping us to spread cheer and sunshine. Many thanks, Mr. Brown.

Since our club house has been enlarged and made so very convenient in every way, it is in great demand for private parties, and a nice amount is derived from this source each month.

We are now making plans for a dance to be held in the not very distant future, and there are other ventures under way to raise money to be used in our charity work.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH! Well I should say we are on the map and I'm sure you will think so when we tell you we are expecting or hope to receive the coveted prize offered to chapters of our class for the greatest increase in membership for the year 1929. We are all proud of the splendid corps of officers, headed by Mrs. A. Bude which has so efficiently guided our destiny the past year and we are looking forward to the accomplishment of many worthwhile things the coming year.

Our first meeting of the year was held at the home of Mrs. H. Dernback on January 9th. Among the important items of business was the report of recent relief given to several needy Milwaukee families, one being financial assistance to a little girl to enable her to receive hospital and medical attention. Several families were made more happy and comfortable in receiving warm clothing which is needed so badly in this extreme cold weather. It is happiness such as has been brought into these homes that make our work worth while and I'm sure we all receive great pleasure in doing it as well as the many happy times which we enjoy in our social gatherings.

A communication was read stating the company planned moving the club house soon, which was good news to the members. Plans were made for the annual dance in the near future, and several social functions were discussed to be given when the club house is moved south of the depot.

Officers for the new year were installed as follows: President, Mrs. A. E. Moxness; First Vice-President, Mrs. Chas. Williams; Second Vice-President, Mrs. Leo Rushford; Secretary, Mrs. R. Keating; Treasurer, Mrs. S. Richey. Chairmen of committees appointed by the president were: Constitution and By-Laws, Mrs. H. Dernback; Mutual Benefit, Mrs. Phil Carolan; Ways and Means, Mrs. Frank DeLange; Membership, Mrs. H. V. Wyman; House and Purchasing, Mrs. L. Larson; Social and Program, Mrs. Art Crowley; Auditing, Mrs. M. Ryan; Sunshine, Mrs. Wm. Morris; Historian and Publicity, Mrs. Harry Wood.

There was a large attendance and three ladies were received into membership.

Several beautiful piano numbers by Miss Rosemary Dernback were greatly enjoyed by those present.

At the close of the business session a delicious luncheon was served by the hostess assisted by her daughter Rosemary.

The next club meeting will be held, January 30th at the home of Mrs. O. Maxfield. Come and join or visit us.

Perry Chapter

Mrs. John Heinzelman, Historian

THE outgoing officers and board of directors had an interesting social affair at the Milwaukee Woman's Club House, Tuesday evening, January 7, 1930. It was arranged by Mrs. Kindig and was given in the form of a pot luck supper, followed by an evening at cards.

Before the ladies left the supper table, Mrs. Victor Hansen presented the retiring president, Mrs. Kindig, with a beautiful mesh bag, a token of esteem and love from the officers and committee members who had worked with her throughout the year of 1929. Those present had a most enjoyable time and it brought to a close a year of splendid work and many happy hours.

Thursday, January 9, the following officers were installed for the year of 1930:

President—Mrs. Victor Hansen.
First Vice-President—Mrs. R. C. Dodds.
Second Vice-President—Mrs. Nettie Courtney.
Recording Secretary—Mrs. Thos. Relihan.
Corresponding Secretary—Mrs. J. J. Kindig.
Treasurer—Mrs. Dennis Sullivan.
Historian—Mrs. John Heinzelman.
Sunshine—Mrs. Wm. Thompson.
Mutual Benefit—Mrs. Wm. Taylor.
Ways and Means—Mrs. Geo. Taylor.
Membership—Mrs. S. A. Trine.
House and Purchasing—Mrs. Wm. Young.
Social—Mrs. Carl Wightman.
Program—Mrs. Irve Chubbick.
Auditing—Mrs. S. Iverson.

The meeting was called to order at 2:30 p. m. by the retiring president, who, after bringing her work for the past year to a close, turned the gavel over to the new president, Mrs. Victor Hansen. Mrs. Hansen named her chairman for each committee and gave an outline of the work she wishes to do this year. At the end of the meeting we had a short program and refreshments served by Mesdames Wightman, Davis and Rathman.

The membership committee have already started their work under the leadership of Mrs. S. A. Trine and new member prospects are good for another big year.

Mrs. Trine has made arrangements with the clerks of the six different department offices

in Perry to issue membership cards for the accommodation of the employees and their families who do not find it convenient to attend the meetings to pay their dues.

Terre Haute Chapter

Alice M. Church, Historian

THE regular December meeting was held at the club rooms Thursday evening, December 19. The election of officers for the year 1930 was held and elections were as follows:

President—Mrs. R. M. Blackwell.
First Vice-President—Mrs. R. S. Bentley.
Second Vice-President—Mrs. V. E. Engman.
Treasurer—Mrs. T. I. Colwell.
Recording Secretary—Mrs. O. G. McCurdy.
Corresponding Secretary—Mrs. Flossie Waggoner.

Historian—Miss Alice M. Church.

The Ways and Means Committee reported \$38.05 cleared on the apron and bake sale held December 7.

Following the business meeting a very delightful Christmas entertainment was enjoyed by a large crowd. The club rooms were beautifully decorated with Christmas decorations and a beautiful Christmas tree. Delicious refreshments were served at individual tables with lighted Christmas candles, and the children were all given a nice treat.

Milwaukee Chapter

Miss Leona Schults, Historian

THE Christmas luncheon and sale held on December 4 was a great success, the net proceeds being \$279.55, and the various chairmen are indeed to be complimented on their splendid management.

During December \$25.00 was given an employee who was incapacitated by a paralytic stroke.

The Milwaukee Chapter feels greatly honored in the appointment of Mrs. J. D. Wightman as chairman of the By-Laws Committee of the General Governing Board.

The installation of officers for 1930 was conducted by Mr. D. W. Kelly, general superintendent, and Mr. J. C. Prien, district passenger agent, at the December meeting, about 200 people being present.

A children's program followed the installation of officers, the first number being a saxophone solo by Lawrence Gordon, accompanied by his sister Geraldine Gordon. Lawrence and Geraldine as well as Muriel Gordon, who danced later on in the evening, are the talented children of Mr. G. D. Gordon, supervisor of revenue motor equipment. Wilmore Walker, the son of a member, who delighted everyone last month with his singing, sang several numbers. Last, but not least on the program, was little Tommy Rickard, a talented seven-year-old youngster who played several numbers on the accordeon and did some clever tap dancing.

Following the program came the most interesting event of the evening for the little folks, who were bundled into their wraps and marched down to the depot platform to watch for Santa Claus, who arrived on a special train all his own, with a big pack on his back, which was carried upstairs, after the local newspapers had taken pictures of Santa and the little folks, and proved to contain candy and pop-corn.

The Milwaukee Chapter did not stop at spreading Christmas cheer at their party, but again set up a huge Christmas tree in the depot waiting room, where it greeted all the patrons of the Milwaukee Road. And for those unfortunates who were in need, the members filled Christmas baskets and distributed them in time for Christmas dinner.

Council Bluffs Chapter

Ruth Hollingsworth, Historian

COUNCIL BLUFFS CHAPTER hopes everyone had a Happy New Year.

One night in November the Milwaukee folk came with their families to a dinner. Hot dishes that were appetizing were brought in galore; and every one said "Let's have pot-luck some more." A reading was given by Miss Louise Fitch, and let me tell you, she sure made a hit. Mr. Harry Wyckoff, who jigs without a flaw, stepped off lively to "Turkey in the Straw." Ruth Hollingsworth, a blues singer, made quite a record. She was accompanied on the piano by Mrs. Max Echord. Every one ate, danced and were gay, and asked for another night when they could play.

To all employees' children under their twelfth year, a Christmas sack of goodies was given to bring cheer.

An interesting program of Christmas keeping, the Women's Club had at their December meeting. We were sorry to see the old officers go, but we're sure the new ones will keep the work aflow.

The new officers are: President, Mrs. H. Jensen; 1st vice-president, Mrs. M. Gallagher; 2nd vice-president, Mrs. S. Hollingsworth; secretary, Mrs. Roy Wycheal; recording secretary, Mrs. B. A. Olsen; treasurer, Mrs. Robert Noil; historian, Mrs. Jay Hollingsworth.

Deer Lodge Chapter

Mrs. C. O. Waldron, Historian

THE regular meeting of Deer Lodge Chapter was held on December 9th. Meeting was opened with singing, followed by recitation of the club motto. Reports of officers and committees were read. The program consisted of two numbers: a reading by Ailene Waldron; song by Mrs. Ensing, Mrs. Bagley at the piano.

Election of officers took place, the Christmas party planned and refreshments concluded the meeting.

A lovely Christmas party was held on December 27th, entertaining the husbands. A large crowd attended. We had a big Christmas tree beautifully lighted, and the main club rooms were turned off leaving only the lighted tree. Christmas carols were sung by the male quartette outside the club house, after which they came in and sang numbers for us. The quartette consisted of Messrs. Haskins, Wright, Ewens and Zimmerer. Two vocal selections were given by Miss Brance; banjo solos by Ted Myers, with Mrs. Bagley at the piano; and Louise Rule; a reading by Mrs. Kantnor; a playette by Patty-Jean Ade, F. Loratie, Gertrude Bolter; songs by Mr. and Mrs. Hoskins; dancing by Rosemary Stout; piano solos by Kathleen Rose. The entertainment was under the direction of Mesdames Bagley and Kantner, and was much enjoyed. Delicious refreshments were served by our hostesses; the Christmas gifts were distributed and the evening was voted a great success.

Harlowton Chapter

Mrs. C. E. Steinhauser, Historian

HARLOWTON Chapter met December 2nd and elected the following officers: president, Mrs. L. B. Buckley; 1st vice-president, Mrs. Phil Baxter; 2nd vice-president, Mrs. Edward Haugen; treasurer, Mrs. Lou Gallagher; recording secretary, Mrs. Ray Jubin; corresponding secretary, Mrs. Howard Ahern; historian, Mrs. Shields.

(Continued on page 46)



AT HOME



What's What in Women's Clothes

Elinor Corcoran

I WONDER how many women are in confusion and uncertainty about what is to be what in women's clothes. It is really no great problem and nothing like the revolution that the newspapers would have us believe. Fashions still remain subject to good sense and taste and whether we wear long dresses or short, even or uneven hemlines, high waistlines or low, good taste should dictate.

As in literature there are the "passionate few" who cling to the classics and love what is conservative and lasting, so there are the "passionate few" in fashion who can see ahead and know which novelties will become style and which styles will remain. These "passionate few" are the women who could see last fall that the current fashion notes were to create excitement rather than to dictate to well-dressed women. I do not mean that there is no change in the present styles. There is a noticeable difference in the length of dresses and in the type of dresses, but the real changes are no more radical than every season brings.

The distinction between the clothes of women of quality and those of women of poor taste is as marked as the difference between night and day, and it takes only a keen and observing eye to take note of the qualities which make the sharp distinction.

It is not the well-dressed women who are appearing on the streets with dresses hanging below their coats and swishing about their ankles. The well-dressed woman is wearing a coat long enough to cover her dress, or a dress short enough to hide under her coat—whichever it may be—and the coat is *not* more than five inches below her knees.

For afternoon tea, luncheon or bridge, the longer dress is perfectly proper and attractive if one steps right from her door to her car and from her car into her hostess' door, or if she is entertaining at home, but *not* so if she has to dash through February slush and snows by way of the street car route.

For evening the long dress always has been good and I dare say it will remain good. A dimly lighted ballroom, rhythmic dance music and men at their best in uniform evening dress, call for the grace and beauty of long, softly-falling dresses.

After all it is a case of "Can I afford both long and medium length dresses for afternoon and informal evening wear?" and if I can—"Do I look my best in long dresses or in shorter ones?" To disregard one's proportion whether it has shortcomings or not, is bad taste if one would look her best. To have one say of you, "She is very conservative and yet always well dressed" should be a satisfying tribute.

Women's styles are always changing but it is the consistently well-dressed women, the "passionate few," who have



Billie, Little Son of V. S. Rawson, Chief Clerk, Division Freight and Passenger Office, Chicago

discernment to see what is lasting and what is temporary and it is they who use their good taste in adjusting styles to their types and pocketbooks.

The Changeful Style

The Understudy

IN an effort to prove that Elinor's logic is conclusive, the Understudy went for a walk down the "Boul Mich," Chicago's avenue of style, of good form, of general excellence in matters pertaining to women's outward appearance; and there, sure enough, were all the evidences of woman's revolt against the ukase of Parisian coutouriers. Not a single trailing wisp of silk or other fabric appeared beneath the smartly short full-lengthed coat. Not a sign of a skirt below its hem as fashion's gay parade passed up and down the broad sidewalks on one of the very few pleasant walking days Providence has given us this winter. The long skirt is definitely banished from the every-day, morning or afternoon costume; and the uneven hem line has definitely evened itself up—the points and "do-dads" that flopped around a woman's ankles as she tilted along the sidewalk a few short weeks past, are gone; and oh, what a stuffing of the rag-bag, my countrywomen! Well, all honor and glory to the American woman who wears what she wishes to wear, what is most becoming and what is in the best taste.

It is yet a bit early to forecast the trend of materials and designs for the coming spring—but for those who wend their southward way, there are some lovely printed pussy-willows and crepes. The former are in dainty smallish colorful patterns on darker backgrounds; and the crepes that I saw had wonderful tweed-mixture patterns, very smart and effective. And there were some lovely shantung sports models, two and three-piece—always with a little jacket—the one-piece dress, and the skirt and blouse—the colors, lemon, blue, light green and the loveliest shell pink you ever saw.

Montevideo Chapter

Maude Hamlin, Historian

AT the meeting held on December 6th, the following officers for the year 1930 were elected: President, Mrs. R. E. Sizer; First Vice-President, Mrs. G. H. Tucker; Second

Vice-President, Mrs. E. E. Young; Treasurer, Mrs. Ben Nordquist; Recording Secretary, Mrs. R. H. Gunderson; Corresponding Secretary, Mrs. E. J. Ruchmer; Historian, Mrs. Maude Hamlin.

On December 20th, the regular meeting of the club was held, and the elected officers were duly installed in their respective offices.

The reports of the various chairmen of committees showed that we have been very active during the year 1929 and have been helpful to a good number of families in our railroad circle.

Our treasury showed a nice balance, which is a nest-egg for the new officers to work around and add to in the year 1930.

During the year, our club house has been the scene of a lot of parties and social affairs and Mrs. A. Lowe deserves much credit for her untiring efforts in the renting and accounting for the different affairs.

Mrs. Helegeson, chairman of the Welfare Committee, did much work worthy of special mention, as did the other officers, when the occasion arose. Our retiring president, Mrs. E. J. Ruchmer, was a very capable head and can be proud of the results of her year's labors.

We sponsored a children's Christmas tree and party, and it was greatly enjoyed by both the children and the grown-ups. Candy, popcorn balls, apples and nuts were distributed to all those present, and pretty little gifts were found at the foot of the decorated and illumined tree, for the children.

As we had but two of the opposite sex with us at this meeting, we decided to reward them for coming out, and Mr. Matt and Mr. Bishop were both presented with a Christmas package, as were our retiring president and our incoming president. Altogether it was a most enjoyable evening. Several musical numbers, including a quartet of girls from the Northern States Power Company, and two dancing numbers, were pleasantly received, as also recitations by the little Nordquist daughters.

We wish to thank Mr. Dave Fisher for the nice little mention he gave us in his talk to the Kiwanis club in December. He enumerated some of our activities and told of the good we have been doing and are continuing to do as much as we are able. Hope to have our membership as near 100 per cent in 1930 as it is possible to make it.



R. C. Baughn, Train Timekeeper, Coast Division, and Little Granddaughter, Marian Elizabeth



SOME EAST DIVISION T. M. DIVISION JUNIORS ALL FROM MOBRIDGE, SOUTH DAKOTA

(1) Rose Marie, Daughter of Conductor Ralph Fraher. (2) Frances, Daughter of Ticket Agent Frank C. Williams. (3) Jackie Beaver. (4) John Roderick, Son of Chief Dispatcher Wm. P. Moran. (5) Stevie, Son of Assistant Round House Foreman Steve Bailey. (6) James and Barbara, Children of Yardmaster James L. Caldwell. (7) Joan, Daughter of T. M. Conductor Schifelbein. (8) Francis, Son of Fireman Kellaher—Johnnie Moran at Left. (9) Dlok, Son of Switchman Emil B. Johnson. (10) Jackie, Son of the Late Conductor Harry E. Johnson. (11) Left to Right—Frances Fraher, Raymond Bootz, Rose Marie Fraher, Children of Conductor Ralph Fraher and Engineer Charles Bootz. (12) Dean, Son of Assistant Round House Foreman Steve Bailey. (13) Virginia Mae and Jacob Dean, Children of Trucker Jacob Rinehart. (14) Roy and Lucille, Children of L. F. Johnson. (15) Billy, Son of Conductor Wilbur C. Fuller.

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.

6722. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires $4\frac{1}{4}$ yards of 39 inch material. Scarf of contrasting material requires $\frac{1}{2}$ yard cut crosswise. The width of the Dress at the lower edge with fullness extended is $1\frac{1}{2}$ yards. Price 12c.

6721. Ladies' Smock. Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires $4\frac{1}{4}$ yards of 39 inch material. For contrasting material $\frac{1}{4}$ yard is required 36 inches wide. The width of the smock at the lower edge with fullness extended is $2\frac{1}{4}$ yards. Price 12c.

6716. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires $4\frac{1}{4}$ yards of 39 inch material. The width of the dress at the lower edge with fullness extended is 3 yards. Price 12c.

6723. Coat for Junior and Miss. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires $2\frac{3}{4}$ yards of 54 inch material. For collar and front facings of fur or fur cloth $\frac{1}{4}$ yard is required 54 inches wide cut crosswise. For revers and collar only $\frac{1}{2}$ yard is required. For interlining collar, front facing and band trimming with canvas or coarse linen 1 yard 35 inches wide is required. To line coat requires $3\frac{1}{2}$ yards 35 inches wide. Price 12c.

5031. Infants' Set. Cut in one size. If made as illustrated the dress will require $1\frac{1}{4}$ yards of 36 inch lawn or nainsook, and $2\frac{3}{4}$ yards of edging $3\frac{1}{4}$ inches wide for the ruffle. The gown will require $1\frac{1}{4}$ yards of 27 inch material. The sack $\frac{1}{4}$ yard of 27 inch material, and the cap $\frac{1}{2}$ yard of 18 inch material. Price 12c.

6731. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 4 year size requires $2\frac{3}{4}$ yards of 35 inch material. To finish with plaited frills requires $2\frac{3}{4}$ yards $1\frac{1}{4}$ inch wide, cut crosswise. Price 12c.

6728. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires $2\frac{1}{2}$ yards of 35 inch material. For contrasting material $\frac{3}{4}$ yard 35 inches wide is required, cut crosswise. Three yards $1\frac{1}{2}$ inches wide are required for the plaitings, and $4\frac{1}{4}$ yards of bias binding $1\frac{1}{2}$ inches wide. Price 12c.

6217. Ladies' Undergarment. Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires $2\frac{1}{4}$ yards of material 36 inches wide or wider. To trim as illustrated will require $6\frac{3}{4}$ yards of lace or edging. Price 12c.

6735. Boys' Suit. Cut in 4 sizes: 2, 3, 4 and 5 years. A 4 year size requires $1\frac{1}{4}$ yards of 35 inch material. Pockets of muslin require $\frac{1}{4}$ yard. Price 12c.

Good Things To Eat

Cream of Tomato Soup. Scald one quart of milk in which has been placed one slice of onion. Remove the onion and thicken the milk with four tablespoons of flour mixed with sufficient water to make a thin, smooth paste. Cook twenty minutes in a double boiler, stirring constantly at first. Cook one-half can of tomatoes with two teaspoons of sugar fifteen minutes, add one-fourth teaspoon of soda and rub through a sieve. Combine the two mixtures, add one-third cup of butter, one teaspoon of salt and one-eighth teaspoon of pepper. Heat and serve.

Egg Balls. The yolks of two hard boiled eggs; one-eighth teaspoon salt; pinch of cayenne; one-half teaspoon melted butter. Rub the yolks through a sieve, add seasonings and moisten with the yolk of one raw egg. Shape in small balls, roll in flour and saute in butter.

Baked Halibut. One pound slice of halibut placed in an earthen baking dish, sprinkle with salt and pepper and brush over with melted butter. Drain three-fourths of a cup of canned tomatoes, and add one-half teaspoon of sugar. Spread over the fish, then cover with thinly sliced onion. Bake twenty minutes, then pour over one cup of heavy cream and bake ten minutes. Remove onion and serve at once.

Oysters with Bacon. Drain the oysters and wrap a thin slice of bacon around each oyster and fasten with toothpicks. Put on a fine wire broiler and place the broiler over a dripping pan and bake in a hot oven until the bacon is crisp and brown, turning the broiler once during the baking.

Scalloped Brussels Sprouts. Pick over and remove the wilted leaves from one quart of sprouts. Soak in cold water. Cook in boiling salted water until soft, and drain. Wash and

cut celery in small pieces, to make one and one-half cups. Melt three tablespoons of butter, add celery, cook two minutes; add three tablespoons of flour and pour on gradually, one and one-half cups of scalded milk. Add the sprouts and turn the mixture into a baking dish and cover with buttered crumbs. Bake in hot oven until the crumbs are brown.

Just a Weary Old Passenger

This world it keeps a-spinnin'
As fast as it can go.
We wonders wha' it's rushin' to
But no one seems to know.
De sun he is de headlight,
A-blazin' out so fine;
De stars dey is de signal lamps
A-gleamin' 'long de line.
I ain't axin' questions
'Bout how de train is run;
I's simply gwinter stick until
My little journey's done.
It ain't no use to worry,
Whatever may betide—
I's only jes' a passenger,
An' mighty glad to ride.



SPECIAL COMMENDATION

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

Car Inspector J. L. Gregory, Terre Haute Division, found a broken rail two miles south of Darrow Station, January 3rd, and promptly reported same, which undoubtedly prevented a derailment.

Section Foreman George Abbas discovered a dragging brake beam on Extra West 8678, December 23rd; also brake beam dragging on Extra East 8673, December 24th, while these trains were passing Forreston.

R. & S. W. Division Engineer H. S. Roe, Fireman R. Smerz and Brakeman M. E. Voght, on December 14th, discovered a broken rail west of Davis and immediately stopped their train and went back to examine same. The rail was found badly broken and prompt measures were taken to avert further damage.

On Saturday evening, January 4th, Switchman Robert DeGroate of Perry, Iowa, while waiting in an automobile for Des Moines Division Train No. 169 to pass, discovered a brake beam down in bad shape. He notified the crew of 169 and also assisted in replacing the brake beam.

Iowa Division Brakeman J. W. Johnson, Train No. 4, January 1, discovered a broken rail on eastward track between house track and crossing at Ferguson, Iowa.

Yard Foreman Bert Rasmussen, Wausau, secured a party of five or six for Florida, using the Milwaukee Road as far as possible.

K. C. Division Conductor F. E. Scott found some men breaking into a car on No. 64, December 12th and promptly advised Captain of Police Carlson. His prompt notification enabled Mr. Carlson to find the thieves, make the arrest and get back the stolen property.

R. & S. W. Conductor J. T. Regan discovered a broken rail one mile east of Elkhorn, December 24th and protected same until repairs were made.

Iowa Division Brakeman A. B. Needham discovered a broken arch bar in car on train No. 63, December 30. The discovery was made just in time to avert an accident.

Iowa Division Conductor Hensley, going into Green Island January 2nd, found two broken arch bars on cars in his train and set the cars out without further damage.

A. W. Warner, Wisconsin Valley Division, was instrumental in securing two patrons to use our line to Chicago. They had contemplated going via a competing line and were very anxious to return to Wausau early in the morning. The Milwaukee service, they found, was exactly what they were looking for, and our No. 103 brought them back in time to attend to their daily duties without any delay.

Patrick Travis, check clerk, Twin City Transfer, who resides in St. Paul, while coming to work recently noticed a guard rail missing on the Pelham Street bridge in the Midway District. He reported this promptly and repairs were made. A short time before this, Mr. Travis discovered an opening in the same bridge, large enough to permit a person to fall through, account of the sidewalk planks having been removed by boys in the neighborhood.

R. & S. W. Division Conductor T. J. McCarty, while riding in the caboose noticed an

unusual noise while passing over a rail. He stopped his train, went back and found six feet broken out of a rail in a highway crossing.

K. C. Division Brakeman Ray Gladson discovered a broken rail near frog of east passing track switch at Sherman Street station, Ottumwa, November 24th and took the necessary action to notify train dispatchers, thus preventing a possible derailment.

K. C. Division Brakeman R. T. Cathcart on Extra West 8261, November 16th, noticed a brake beam down on car in Extra East 8244 which they were meeting at Struges. He notified the crew, train was stopped and the defect removed.

Section Foreman J. F. Dietz, Terre Haute Division, was observing a double-header going north November 21st; train had 85 cars and as it passed, the foreman and his men noticed one wheel with part of the flange gone. He endeavored to get a signal to the head end, but not succeeding, he ran ahead, catching the engine and had train stopped.

Yard Brakeman W. R. Dolan, while working with top end crew, St. Paul New Yard, November 18th, noticed fire flying after a Rock Island freight transfer moving west. Mr. Dolan went over to the westbound main to discover what had caused the fire to fly and found a piece broken out of the rail. He immediately reported the matter and repairs were made.

On October 29th, as Coast Division No. 266 was arriving at Kittitas, Section Foreman Payne discovered a brake beam dragging, and immediately signaled the crew in time to stop the train—which co-operation avoids accidents.

R. & S. W. Division Conductor W. B. Carmody and Engineer P. J. Byrne discovered a broken rail west of Allen's Grove on December 3rd, and promptly arranged to protect same.

T. M. Division Brakeman J. E. Langenbacher discovered a broken wheel on a car in train as it was passing Scranton, North Dakota, November 2nd.

Conductor L. R. Corkill, Chicago Terminals, while in charge of engine 8015, November 19th, and making delivery of stock to U. S. Yards, noted one hog falling out of car and running down the platform, and promptly reported what he had seen. The return of this hog to the original shipment prevented a claim being presented.

Those of Us Who Do G. P. F.

OUR baggageman at Dubuque passenger station, Mr. Ed Grimme, on January 7 secured two passengers for Kansas City.

At Galewood Messrs. John Connolley and Otto Schulz continue their activities. In the

General Passenger Agent Dixon commends the following on account of securing passenger business:

Mr. Frank J. Newell	Public Relations Department	Chicago
Mr. R. N. Darrington	Illinois Division Conductor	Savanna
Mr. Pete Garvey	Labor Agent	Chicago
Mr. A. O. Lundet	Agent	Wisconsin Rapids
Mr. Leo Gribben	Assistant Cashier—Freight	Mason City
Mr. F. O. Anderson	Freight House No. 7	Milwaukee
Mr. Geo. Messer	Roundhouse Foreman	Beloit
Mr. Ross Corvalia	Roundhouse	Beloit
Mr. Howard A. Florus	Secretary to President	Chicago

The Traffic Department at Aberdeen commends Passenger Brakeman A. C. Howell and Mrs. Howell for their efforts, which led to the sale of tickets to a party of twelve going to Chicago and east, just after the holidays.

month of December Mr. Connolley secured routing on nine L. C. L. consignments, total weight 31,000 pounds, and Mr. Schulz, six L. C. L. consignments, total weight 8,100 pounds. These were all long-haul shipments.

Union Street credits its employees with securing business in the year of 1929 as follows:

LESS THAN CARLOAD

	Shipments
Receiving Clerk F. Wendland	6
Receiving Clerk A. Browder	3
Receiving Clerk L. Murphy	58
Receiving Clerk C. Johnson	1
Receiving Clerk R. Detuno	26
Receiving Clerk R. Norcross	165
Receiving Clerk J. Harvatt	57
Receiving Clerk R. Reiner	36
Receiving Clerk F. Black	2
Receiving Clerk J. Wagner	3
Receiving Clerk A. Keenley	9
Receiving Clerk G. Priebe	6

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CARLOADS

	Carloads
Asst. R. C. Clerk T. McGrath	64
Asst. R. C. Clerk J. Latkowski	37
Asst. R. C. Clerk A. Magnus	8
Asst. R. C. Clerk F. Kalebich	1
Receiving Clerk J. Polenzani	7
General Clerk W. Seiler	2
Foreman O. Goldstandt	2
Foreman C. Woldt	1
Grain Clerk A. Monerde	1
Delayed Clerk B. Colquhoun	1

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In addition to the above Chief Clerk Peterson and Assistant Chief Clerk Seiler reported to the Traffic Department 233 carloads on which we were short-hauled or entirely eliminated from the routing. The employees at Union Street are all "Milwaukee" men.

Yard Clerk Frank Wallace at Milwaukee again reports. Mr. Wallace secured a carload of hides moving from a point on the River Division to Milwaukee.



Moberg Station Force: Dora Anderson, Agent R. S. Lewis, Leo Swanton, F. C. Williams, Besse Swanton

SPOKANE AND THE INLAND EMPIRE

(Continued from page 3)

national and state banks carrying deposits of approximately \$60,000,000. Two life insurance companies have home offices here and there are over fifty bond, mortgage and investment houses. The Federal Farm Loan Bank for the Pacific Northwest, a branch of the Federal Reserve Bank of San Francisco and the Intermediate Credit Bank are also located here.

Southwest of the city and just east of the Columbia River is an arid section comprising 1,883,000 acres, known as the Columbia Basin, through the center of which our rails run. Nine years ago a few prominent citizens of this city organized the Columbia Basin Irrigation League, and have since that date been diligently working to secure Federal aid in the reclamation of this vast area and success now appears certain. In the undertaking the Milwaukee Road, as well as all other lines in this territory, has been strongly supporting this organization.

The city of Spokane is the home of the famous Davenport Hotel, widely known



Spokane City Office: Inset—(Left to Right)—W. P. Warner, J. O. McIllyar, J. C. Paige, F. W. Watkins, Albert Blery, Olive L. Morgan, A. E. Gist, J. G. Cain, R. M. Fields, C. E. Hiler, J. P. Sullivan, R. E. Schaffert.



The Olympian Crossing Monroe Street Bridge, Spokane

for its special appointments. Other imposing structures of the city are the \$2,000,000 Paulsen Medical and Dental Building, recently completed and dedicated as a memorial to the late August Paulsen, who made his money in the mining districts of this territory within the last twenty years; the Chronicle Building, one of the most modern and best equipped newspaper buildings in the Northwest, and the Old National Bank Building.

The Inland Empire offers a remarkable field for recreation. There are more than 75 named lakes within a radius of 50 miles of Spokane, among which are two of the largest fresh water lakes lying wholly within the United States: Pend Oreille and Cœur d'Alene Lakes, gems of turquoise in their setting of high, rugged mountains. A trip to the famous Grand Coulee, now a state park, would



C. M. St. P. & P. R. R. Freight House, Spokane.

never be forgotten by those who enjoy the striking geological phenomena of the west. This is declared by many to be among the wonder spots of the North American continent from a scenic and geological point of view, and scientists from all parts of the world have marveled at this natural wonderland. Many charming and short trips can be taken with Spokane as headquarters: up the shadowy St. Joe River to St. Maries, Idaho; to the picturesque Lake Chatcolet; to Mount Spokane Park, 6,000 feet into the clouds; the Long Lake Power Plant, having a falls higher than Niagara; to the beautiful and sheltered Twin Lakes and Spirit Lake; and through the Spokane Valley with its modern homes set in the midst of luxuriant alfalfa fields, blossoming orchards and prosperous truck farms to the city of Cœur d'Alene.

Our railroad serves this territory with its main line; Plummer-Marengo Line; Elk River Line, running south from St. Maries, Idaho for 72 miles; Metaline Falls Line, 127 miles in length extending to within ten miles of the Canadian border; and our Cœur d'Alene Line, over which freight service is maintained to reach that lumber manufacturing district.

In 1914 main line through Spokane was completed. Right of way runs through the very heart of the city, and tracks are either depressed or elevated through the entire business district. Passenger station, the most modern and centrally located in Spokane, is but three blocks from the actual business center of the city, and is provided with every convenience for the traveling public. In the upper floors of this building are situated the offices of our division operating officials: Messrs. N. H. Fuller, superintendent; P. L. Hays, chief dispatcher; E. E. Johnson, trainmaster; W. F. McDonald, division engineer, and P. T. O'Neill, master mechanic.

Our freight terminals, just east of the passenger station, are also closer to the business section than those of any other line. Freight house extends 778 feet along Trent Ave., one of our principal downtown streets, with full basement, equipped with hydraulic elevators. Paved team tracks, electric crane, depressed tracks under cover for the unloading of automobiles, etc., are immediately adjacent to the freight house, where is to be found W. W. Cutler, local agent, and force of twenty-five able assistants.

At Sprague Avenue and Post Street, directly across from the Davenport Hotel, is located the city office, or Traffic Department. W. P. Warner, division freight and passenger agent, and force are shown in the accompanying photograph.

At the Idaho Division offices in Union Station are Superintendent N. H. Fuller and the following personnel: E. E. Johnson, trainmaster; P. L. Hays, chief dispatcher; W. F. McDonald, division engineer; P. T. O'Neill, division master mechanic; W. T. Emerson, traveling en-



Sheep Raising, Inland Empire.

(Continued on page 26)



(1) Thos. Griffiths' Dairy Herd, Spokane. (2) One of the High Schools in the Spokane Valley. (3) Brookside Dairy in the Palouse. (4) Oats Grown on Land Which Was in Alfalfa Last Year—Yield Heaviest Found in the Palouse. (5) Corn for Silage Near Spokane—Non-irrigated. (6) Paulsen Medical and Dental Building, Spokane. (7) Broadview Dairy Farm, Rosalia, Wash. (8) Cutting Blue Stem on the J. E. Kennedy Farm, Five Miles Northwest of Rosalia, Wash. (9) C. Harrington Farm, Spokane—Potatoes, Corn. (10) Part of the Business District of Spokane. (11) Riverside Avenue, Spokane, Looking East. (12) Horses on the Edward Doepke



Farm in the Palouse—Teams Worth \$400 to \$450. (13) Farm of Mrs. A. F. Ulrich, Two Miles South of Rosalia. (13) Threshing Seed Peas in the Inland Empire. (15) Latah (Hangman) Creek, Entering Spokane from the West. (16) Corn Grown for Market—Christmas Farm Near Spokane—Geo. Nachtway—Non-irrigated. (17) Jacob Olson Farm, Two Miles South of Rosalia. (18) Cabbage on the Christmas Ranch—Non-irrigated, Logged Off Lands Near Spokane. (19) Spokane Passenger Station. (20) Rosalia, the Wheat City. (21) Onion—Non-irrigated—C. E. Berry, Spokane.



Superintendent N. H. Fuller

gineer; G. W. Lanning, chief carpenter; R. W. Gallagher, roadmaster; P. Richardson, roadmaster; C. R. Strong, road-

master; W. T. O'Reilly, chief clerk, superintendent's office; J. Clark, division accountant; R. C. Peterson, R. W. Beal, L. V. Curran and F. B. Beal, train dispatchers.

Superintendent Fuller entered the service of the company as passenger brakeman, January 4, 1903, running between Marion, Iowa, and Chicago. He went to Lines West with C. H. Marshall in 1907 and worked on construction until the line was opened for passenger train service into Miles City in 1908, when he re-entered passenger train service, where he served as passenger conductor until 1917, when he was promoted, serving successively as assistant trainmaster and trainmaster of the Musselshell and T. M. Divisions until 1920, when he was appointed superintendent of the T. M. Division, remaining at Mobridge until 1926, when he was transferred to Spokane as superintendent of the Idaho Division.



View of Spokane from the Hills

Station W-SRS

Harriet
TAPS

For E. C. DALTON

P. F. I., Western Ave., Chicago

Sound—muffled drums

Crack—rifles six

Gently—on the air.

Break—bugler's notes

For the boy

Who gave his life

At his post.

South Minneapolis

And here's the voice of South Minneapolis, thanks to one assistant perishable freight inspector. The prosperous New Year has begun with a bang down here. Not the same kind of bang! (machine guns, sawed off shot guns, or what have you) Chicago generally reports with, but listen in:

F. A. Johnson, P. F. I., Montevideo, is having quite a time with his new flivver, sliding down the hills trying to wrap it around telephonic poles. Maybe the late arrival of 264 has something to do with it, what?

R. R. Miskimins, P. F. I., South Minneapolis had a smash-up with his Chevy last month and it was necessary to call the big hook to get it towed in. However, the Mrs. and His Nibs were not seriously injured, although they could have been from the looks of the car. He is now sporting a new 1930 Chevy, evidently due to this accident. "Well, Roy, here's hoping you have better luck with this one!"

Dr. Bakken, assistant P. F. I., South Minneapolis, is also sporting a new Plymouth car.

Valentine

To our scribe
Who has worked so faithfully,

We wish
In all sincerity,
Happiness and prosperity
In the new decade.

Thanks

Says the scribe to Rosie
For the wishing Valentine.

Cracks

Don, after surveying three packages of thermometer racks, asks: "Mr. Buchanan, are these thermometer racks?"

Mr. Buchanan: "Well, did you think they were telegrams?"

The new boy friend sure must a darb to bring forth that precious little look to Miriam's eyes and to keep that song, "Follow Through," bubbling from her lips.

We still think the meanest person in the world is the burglar who took all the sunshine from Milly's face by helping himself to the \$80.00 she had stacked up in her cozy little flat, all ready for the Florida vacation. But smile again for us, Milly, won't you? That was 1929 going out with a bang on a cold wave which sopped up your dollars. We hope 1930 will gently but thickly rain nickels and gold pieces for you.

Though Rosie appears to say coldly and speculatively, "I shall marry for money," she's been heard for days, humming all the latest hits and been giving us the glad eye right from the heart which only means one thing: "Love has again come along."

Watchword

For all of us
Remember
Safety First
Safety last,
Means
Safety always.

River Division News

M. M.

UP to the present time weather has been a wonderful topic to discuss for it had been so pleasant, but King Winter decided that a change was needed and surely has given us an abundance of snow, with more coming. The quantity of it is comparable to last year. However, it has not impaired train service, as all trains are running and O. T., too.

The dream of many citizens of Wabasha has been realized when definite steps have been taken to start building a bridge across the Mississippi River from Wabasha to the state of Wisconsin. The construction of this bridge will mean a considerable amount of work and it is estimated that the bridge will be ready by November 1, 1930. This will mean more business for the company and a track is to be laid in addition to the down-town roller mill track, for the purpose of switching the material for the building purpose. Not only will the building of the bridge increase the company's business, but the increase will be continued, for the bridge will link the territory of Wisconsin, which offers a great amount of business such as shipping farm products, and no doubt our excellent train service to Chicago and the coast will be largely patronized.

Mr. T. Baldwin, newly appointed fuel supervisor, made a trip over the River Division. Believe Mr. Baldwin belongs to the same "gang" that is now inhabiting Kansas City and formerly fuel supervisors in this territory. Well, if he does, no doubt another record of coal conservation will be made.

Sympathy of all the employees is extended to Conductor J. S. Fitzwater and wife in the loss of their son Jesse, who passed away January 5th. Jesse had been ill for some time and all human efforts failed when death stalked along and claimed its victim. He was 23 years of age and had a wonderful future ahead as he showed remarkable ability. The funeral took place from the home and was largely attended. The beautiful floral offering manifested the esteem in which the young man was held.

District Boiler Inspector Mr. H. J. Wandberg made a trip of inspection to Wabasha during the past month. The only really big worry that Mr. Wandberg entertains is whether he can get back to the Kansas City Division. (?)

Mr. Christ Beherns, newly appointed car foreman at Wabasha, has moved his family from Montevideo and has taken up residence at Wabasha. Welcome to the Beherns.

Safety First still continues to be a very important topic of discussion among the employees. The past year's course in Safety First under the splendid supervision of Mr. Flanagan, has done a great deal to educate all of us on this most vital question and our supervisors have been most rigid in the enforcement of the laws of the "red book." With the coming year it is hoped that through our co-operation even a better record for 1930 can be maintained.

We noted in the January issue of the Magazine where Conductor W. A. Loomis has taken out the pension. It is not amiss to congratulate Mr. Loomis on his many years of service on the Wabasha and C. V. Divisions as conductor, and want him to know that his friendly smile will be missed by all employees and patrons as well.

Our popular lineman, Mr. W. W. Dinnels, is chairman of the grounds for the Wabasha Golf Club and which course Wabasha feels justly proud of. It is rumored that Dinny was down to the course New Year's Day and made out his budget of what work he expected to do and in the meantime played the course. Now since the snowfall the budget will have to be changed.

ON THE STEEL TRAIL

Illinois Division

M. J. S.

Broadcasting from Station "WGC" "Where the Switching Begins and All Cars Go"

NIGHT yardmaster's assistant, Sherm. Correll, Jr., has departed from the ranks of bachelorhood and was quietly married to Miss Ursula Cromwell of Hanover, Ill., at Geneva, Ill., on Saturday, December 7th. His host of friends and buddies take this means of expressing their hope that his married life will be a source of untold joy and happiness (tears).

Chief Caller George Correll and Callers A. Jensen and Wm. Jensen, occupying the Buick sedan owned and operated by Frank Zubaty, Jr., while on their way from a dance at Galena, Ill., on New Year's morning, made a non-stop flight off of Route No. 5 near Galena and landed on the boulders below. Mr. Correll demolished the top of Mr. Zubaty's car by going out that way. Mr. Correll was knocked conscious for a short duration by the blow. The other three boys were none the worse for their experience outside of a slight shaking up.

Switchman Charles E. Hammen passed away at the City Hospital at 12:45 p. m., Saturday, January 11th, after being stricken with bronchial pneumonia January 3rd. Funeral services were held from the home of Arthur Cush, January 14th. We wish to extend our sympathy to the bereaved family and relatives.

Fay Kempter, carman from Sabula, and collector of curios, recently had a funny experience. It seems that Mr. Kempter located a strange species of bulldog which assisted him in getting his speeder to Sabula, but a few of his friends made it necessary for him to return the dog to avoid prosecution under the Dyer Act. Mr. Kempter better stick to his Carbon Light Agency.

Lawrence Smith, former clerk at Savanna Yards and now law student at Illinois University, visited relatives and friends at Savanna during the Christmas holidays. Lawrence looks like the makings of a good lawyer.

Switch Tender Harold Hammen was married on January 9th to Ethlyn Ervin. Congratulations and cigars are in order.

Assistant Yardmaster Thomas Griffin and wife leave Savanna in a few days for points in California and New Orleans. They are to be gone until the latter part of March.

Three new stoves have been placed in Yard "A" office at Savanna. They are greatly appreciated.

"Cross Crossings Cautiously"—Safety First.



Freight Office Force, Moline, Illinois: Agent J. C. Lang, H. W. Brenner, C. Carlmark, Frances Maguire, C. N. Manson

On December 17, a claim prevention meeting was held in the freight office with the entire force attending, and Mr. W. M. Thurber, and Mr. Ross Heck. Mr. Thurber gave an interesting talk on claim prevention and also on the safety first movement.

"TODAY, TOMORROW, AND EVERY DAY—SAFETY FIRST"

Watch Ticks from Elgin

"Scotty" Ikert from the freight house has just purchased a Durant car. The freight house force are looking for some free transportation, "Taxi, please."

Mrs. J. L. Helm, wife of freight house foreman, is a delegate to the state convention, Home Bureau, Urbana, Illinois, January 14. Mrs. Helm is president of the Elgin unit.

Mrs. Harry Babler, wife of rate clerk, who left for Seattle, Wash., about three weeks ago to visit relatives, is expected back this week. We just wanted to remind Harry to be sure and scrub the kitchen floor and clear the dishes from the sink.

The discolored eye being exhibited by Jack Eckholm is not due to a family fight as he is not married. He insists it was handed him in a basketball game. We have always found him truthful.

Third Trick Operator Emil Henlien, of Spaulding, is ill at home and is in care of a Chicago specialist. He is relieved by Operator Carrol.

Carman B. Rohe (Benny), went to Chicago New Year's Eve, because Elgin was too slow for him; he came back disappointed, as he found out he must wear a Tuxedo to go into the high lights. So Benny is going to get a Tuxedo and maybe a Stovepipe Hat. How about it, Benny?

Snow Flurries from Nahant

Mr. J. J. Flanigan, terminal trainmaster, met with a serious accident while driving his car. The car skidded on the icy pavement and crashed into a tree. Mr. Flanigan suffered three broken ribs, but at last report he is getting along nicely. We will all be glad to see you back on the job again, Jack.

Machinist Helper J. A. VanFossen secured the fare of a passenger from Davenport, Iowa, to Seattle, Washington. Said passenger had intended taking the Great Northern.

About 25 employees from Davenport and Nahant attended the Safety First meeting and supper at Savanna on December 11th. They all had a word of praise for the ladies who prepared the supper, for it sure was good.

Mr. P. E. Buettell, fuel supervisor, and Mr. Wandberg, boiler inspector, were visitors at Nahant in December.

Our sympathy is extended to Night Roundhouse Foreman J. L. Parnell and family in the death of Mrs. Parnell's brother, who died the latter part of December.

The employees at Nahant experienced their first 1930 snow bucking on January 9th, after a snowfall of 10½ inches. About ten automobiles were stuck going home from work. Andy Melcher was stuck and upon looking under the hood we found that three of his horses had lain down. Edw. Dittmer was also stuck but upon investigating he found that Bob Thomas was not only pushing but was also lifting so that he had no traction. J. H. Lord following about

an hour later also got stuck, and after a couple of attempts he backed up and hit the drift at about 40 miles per and got through O. K. (We are taking his word for this.)

J. H. Lord went to Mexico to participate in a bull fight. He was given a horse to ride but after entering the arena he shot the horse. When asked why he shot the horse he replied that he could shoot the bull any time.

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



Freight House Force, Moline, Illinois: E. Schweigert, Foreman P. Sonne, L. Gaylord

Davenport Gossip—Where the Tall Corn Grows

The heavy snow in Chicago and Milwaukee last month delayed the Southwest Limited a couple of nights. Mail and express was very heavy this year, delaying the trains for eight to ten minutes, but this could not be helped, for the boys around the depot were doing the best they could to get the trains moving with the least possible delay.

Ann Murphy enjoyed the Christmas holidays in Chicago, more like Christmas there she reports on account of the heaps of snow.

Agnes, daughter of the agent, is now all settled in her brand new apartment, which is plenty ducky.

Dorothy, our little switchboard operator, is back on the job again, after being away for a long time on account of sickness; glad to have you back with us again, Dorothy.

Tony Ceurvorst, car distributor, secured a couple of passengers, one for Chicago and one for Kansas City, during the month of December. At-a-boy Tony, keep right after them.

J. J. Flanigan has been laid up for some time with a bad cold and we sure miss him around the office. Hope we will see him back on the job soon. Santa Claus brought him a radio and it will sure be lots of company for Jack and help him pass away some of the time.

C. F. O'Brien, day foreman, on the eight A. M. job, has been laid up the past week with a cold. We hope it wasn't the aftermath of New Year's.

"Always alert makes you a safety expert." Safety First.

How the Old 269 Was Mud Burned at Kirkland

W. H. Fish, Conductor on the 269

THIS happened several years ago when Mr. G. R. Morrison was superintendent and

Mr. W. M. Thurber was chief dispatcher on the Illinois Division.

We were on an extra west at Kirkland, Ill. After our work was done we were waiting for the passenger trains Nos. 23, 25, 11 and 1 to go. We spotted the 269 at the water plug for water, and "grabbed" a little lunch. Then engineer on the way freight, Bud Bennett, showed up and informed little Jerry Sullivan (now deceased), that Jerry's engine, The 269, was mud-burned; showing Jerry the bright fiery spot on the side of the boiler just at the blow-off plug or a little higher. These two engineers made haste to kill the 269; Bud ran to an electric plant—obtained a hose and attached it to the hydrant. Jerry notified the conductor of the condition of the engine and the conductor in turn notified the dispatcher. The conductor took particular care to stay clear of the mud-burned engine (as most conductors always do—keep out of the way of such dangerous class of engine). All this time Bud, Jerry and his fireman (whose name the writer cannot recall), were working hard and fast to get the fire out of the 269. Bud playing the water hose in the firebox and Jerry and the fireman shaking the grates and dumping the ash pan. Wm. Slocumb (an old C. & N. W. man who had been down and out for a number of years) was flagging a steel gang for Foreman Martin Malana. Bill had gotten his pay check and was well "lit up" on some of Joe Helt's war whiskey. Knowing the conductor of the 269, Bill induced him to go over and look at the mud-burned engine. As I intimated before, the conductor did not care to go near the engine, but to get his half-drunken friend off his hands, he did go over where the men were trying to kill the engine. As the conductor and his friend stood near the engine, Bill Slocumb laughed and said in his stupor—"Mud-burned! Mud-burned! Hell, you d—fools! Can't you see how she is mud-burned?" At this point he staggered over and showed the conductor of the 269 the bright spot between the switch light and the engine. As the engine stood alongside the switch that went up in the coal shed track, it was just the right angle for the red light to shine on the new paint of the 269 just above the blow-off cock. The eminent "Bill Slocumb" sauntered away for another drink, saying, "Mud-burned, Hell!"; while the others looked at each other in great surprise. The conductor of the 269 was compelled to tell the Dispatcher (Harry Richardson, now deceased), that there was some mistake about the engine being mud-burned, and they would be ready to go as soon as the 269 was fixed up a little.

There are still vivid recollections of Bud Bennett and Jerry Sullivan carrying wood from the old roundhouse 25 or 30 car lengths away, to get the fire started in the old 269. As soon as the fire was started Bud was not to be found. Suppose he had to have his rest after such hard work on the 269, so he could go out on the way freight the next morning. "Little Jerry" did not have a word to say ONLY muttering: "Wouldn't that beat you, and a drunken bum to find it!" When the mud-burned engine was ever mentioned to Jerry, he would always say: "Wouldn't that beat you, and a drunken bum, too!"

"Out Where the West Begins" East End of Trans-Missouri Division D. H. A.

NOW that we are safely launched on the New Year of 1930, let us all try to live up to our slogan, "Safety First," by each and every one of us doing our very best to eliminate accidents and make our railroad one hundred per cent.

Page Twenty-eight

Mrs. Emil Johnson and son, Dick, took in the bright lights of the cities during Christmas.

Miss Bessie Swanton spent Christmas at Billings, Mont., and while there stole a march on us and was quietly married on December 26th to Mr. Anton Scmitt. This is the culmination of a long romance and as much as we hate to lose "Our Bessie," nevertheless, we wish them both all the joy and happiness in the world. On Wednesday evening, January 8th, Miss Eileen Moran, Miss Amelia Linderman, Mrs. Ann Anderson, Mildred Richardson and Dora Anderson gave a shower for Bessie at Mildred Richardson's home. The evening was pleasantly spent hemming towels for the bride, working contests and in giving advice to the bride. (If she lives up to all that advice, her married life should be perfect.) Delicious refreshments were served and she was presented with a floor lamp as a token of esteem from her many friends.

Mrs. Ivan Kern and daughter, Wilna, of Harlowton, Mont., spent a week here visiting old friends.

Florence and Delores Vachreau, who are attending St. Mary's School at New England, N. D., spent the Christmas vacation with their parents here, Mr. and Mrs. Oscar Vachreau.

Mrs. Leo Middleton has just returned from a trip to Chicago and Freeport, Illinois, being called there by the illness of her mother.

Clarence Ahrens, manager of the Red Owl Store at Bowman, N. D., spent Christmas here with his parents, Mr. and Mrs. Paul Ahrens.

Mr. and Mrs. Fred Marx, of Miles City, spent the holidays visiting at the homes of their two daughters, Mrs. Norman Anderson and Mrs. E. H. Pearson.

Sincere sympathy is extended to Car Inspector Charles J. Coy, on the death of his wife, which occurred on Sunday, January 5th, after a lingering illness of many years' duration. The remains were taken to Davenport, Iowa, for burial.

Conductor and Mrs. E. E. Elshire and family are among the lucky ones to be spending the winter in California. Their home is being occupied by Mr. and Mrs. "Topsy" Rinderneck.

Mr. W. E. Hall of Aberdeen, S. D., agricultural agent for the Milwaukee Railroad, spent Monday here. Agent Lewis arranged to have him meet the members of the Commercial Club and also the members of the Rotary Club, in regard to the "Farm, Home Week," put on by the Agricultural College at Fargo, N. D. He returned on number six, taking with him twelve farmers from southwestern North Dakota as delegates to the Seed School to be held there.

Delsia and Henrietta Hourigan who are attending St. Mary's School at New England, N. D., went to Los Angeles to visit their mother, Mrs. Grace Hourigan, making the trip out there all alone. On their return trip they were accompanied by their mother as far as Spokane, Larry Hourigan meeting her there and going on to California, where he will spend a month resting from his arduous duties as trucker at the Mobridge freight house, also as manager of the famous Derby Orchestra.

Mr. Frank Finch, machinist at the roundhouse had the misfortune to fall from the running board of an engine and break his leg and has been a patient at the Mobridge Hospital for several weeks. He is getting along nicely and will soon be able to be out again.

Pete Genchoff is also a patient at the Mobridge Hospital, having undergone an operation for appendicitis.

We are sorry to lose Claim Agent Bert Bigliam and his Assistant Ed J. Cummins, from our midst, both being transferred to Seattle.

Mr. B. C. Longan and son, George, have also gone to "God's Country" (California), where they visited relatives over the holidays.



A One Hundred Per Cent Signal Performance

ABOVE we see Assistant Signal Engineer L. W. Smith passing around the cigars to the boys on the Rocky Mountain Division because they had achieved a full week of one hundred per cent signal performance.

The Rocky Mountain Division is one of the hardest on the system wherein to accomplish satisfactory results; and by way of encouragement L. D. S. offered a prize to the R. M. Division signal men if they would turn in a No Interruption Weekly Signal Performance Report. This was finally achieved in the week ending November 16, last; and the above was in the form of announcement that the desired end had been achieved, whereupon a fine box of cigars went over there and was distributed about among the signal men. The box went up and down the division until they all had had their share. Of conditions on the R. M. Division, Mr. Smith says: "They have 630 signals and the worst general conditions on Lines West," and it may well be imagined that "No Interruption" record was something to be proud of.

Drafts from the Drafting Room C. R. O.

WE are sorry to learn that in spite of our earnest endeavors, Hoot Lentz's motometer is still missing. He has taken the loss so much to heart that he has traded off his chariot. The only new thing in evidence since the transaction is a nice pair of zipper over-shoes. Well, Leonard, if you didn't give too much to "boot," it was a good trade.

One can hardly help admiring the sagacity of H. W. Chandler. When it began to snow the other day he spent his noon hour hustling his Ford home to the safety of the garage. Maybe it was sagacity, but we think the belt ran off his mental hoiler.

Special Apprentice James Towey who has been with us for a short time, has been transferred to Deer Lodge. Good luck, Jim, and remember to call on us when you are in our city again.

Conditions of heat and cold around the office remind us of a story we hear occasionally. Some parts of both being warm and some quite cold. The story which we have in mind is about the Western Shihubs.

As you know West Allis has a perpetual summer temperature, while to the north is Wauwatosa with perpetual winter. It seems that one time a settler thought to capitalize on this peculiarity by building a shack on the line. If he got cold during the night he just pushed the bed over into West Allis, if he got too warm he moved over into Wauwatosa. Fine! Everything worked out as anticipated, until one day the dog lay down with his tail over the line and had it frozen off before he realized his position. This alarmed the poor settler so much that he petitioned the city of Milwaukee to be annexed and lived happily ever since.

Professor Wellnitz announces the discovery of a brand of cigars of such size and rate of combustion, that one is completely consumed

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

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It was a pleasant discovery when
Mr. Markham found out that he
could borrow the amount needed
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without collateral at six per cent
under the First Wisconsin Per-
sonal Loan Plan. His good char-
acter, steady employment and
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Specialties

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CHICAGO, ILLINOIS

between the office and car line. Conservation for you, Professor, but don't get them mixed with your toothpicks. Note; He didn't specify what car line.

Anyone wishing a detailed description of the New Ford or any information regarding it, apply to A. O. Hampel.

Lorraine Waldman and Mary Hoffman made a trip to Chicago one week end, and after shopping around and taking in a movie, they went to the Black Cat to eat. Lorraine ordered strawberry cake and she said they served it to her deep in a dish, mind you. Some class to the Black Cat. Wonder if Lorraine expected it thrown at her.

Friday, December 13, seems to have been George Bilty's unlucky day. He reported for work minus a front tooth. George said he broke it cracking a nut, but the boys thought it might either be the biscuits or a bout with Junior.

Gus Goester and Al Tellefsen seem to be the latest addition to the Derby Club. This is getting serious. There ought to be a law against that.

Gustav Leudtke, from the pattern shop, went on a shopping tour at the Boston Store with his wife one Saturday and lost her. He said it was accidental, but we bet he was hanging around the Toy Department. Anyway he beat her home.

Ruth Engelhardt, a newcomer, has taken the timekeeping position. George went into the blueprint room, Irwin at the machine and Harvey as photographer. Line up, girls, and get your picture took.

By the way, those big mitts that Monty wears in his "box fighting" are not intended to save the enemy from injury. O my, no! Just to prevent Monty from sucking his thumb. A bad habit of his.

Des Moines Division

Frenchy

P. L. CALHOUN, agent at Clive, was married January 2nd to Miss Jennie Wren, a teacher in the Des Moines schools. The young couple were married in Chicago and are now living in an apartment on Grand Avenue, Des Moines. We wish to extend our best wishes to the happy couple. The superintendent's office was the recipient of a nice box of candy and some cigars in honor of the event.

Mrs. Anderson, wife of Roadmaster Swan Anderson, underwent an operation at Iowa Lutheran Hospital in December. She returned home January 2nd, where she is convalescing nicely.

Herbert Jacobs, of Mr. Warren's office, was off duty a day or two in January, on account of illness.

Agent Ray Farran, of Spirit Lake, was on the sick list in January.

Mrs. Ray Morse visited her sister, Mrs. Swan Anderson, in the hospital in Des Moines during December.

Miss Jean Dallas returned December 30th from her vacation spent in Los Angeles visiting her people. She returned a day or two ahead of time; we are wondering why.

We regret to announce the passing of Mrs. Van Vliet, wife of our superintendent, which

occurred on December 20th, after an illness of two weeks. Short funeral services were held at the Harbach Funeral Home in Des Moines at 3 P. M., Sunday, December 22nd, after which the remains were taken to Monticello, where additional services were held Tuesday afternoon, December 24th. Burial was at Monticello. Mrs. Van Vliet was born near Cleveland, Ohio, October 7, 1860. She came west with her parents during childhood, the family settling in Linn County near Marion, Iowa. She was educated in the public schools there and at Coe College, Cedar Rapids. She was married at Marion, November 3, 1881, and since that time has resided in Mason City, Minneapolis, Milwaukee and Des Moines. Besides her husband she is survived by two daughters, Leota and Pearl. Leota is a teacher in the Milwaukee public schools and Pearl, until recently, has been instructor of music in the same city. She has now given up her work and is making a home for her father in Des Moines. We wish to extend our heartfelt sympathy to Superintendent Van Vliet and daughters in this, their hour of bereavement. Mrs. Van Vliet will be greatly missed, not only by her family, but by all of us who knew her personally and particularly in connection with the Women's Club activities in which she was very much interested.

Roadmaster L. Anderson and several of his men attended the Safety Meeting in Des Moines on December 30th.

G. A. Williams and family spent the Christmas holidays visiting friends in Fort Dodge.

Mr. Carl Hammer visited the Des Moines Division on December 26th.

Agent A. Schroeder, of Redfield, was a Des Moines visitor during January.

The clerks in the superintendent's office had a bad scare recently on account of the operator in the dispatcher's office being off duty a large part of one day. Being a close friend of P. L. Calhoun, who recently left the ranks of single blessedness to embark on the sea of matrimony, we naturally presumed perhaps Ray had "gone and done likewise." However, as he showed up later in the day and denied that anything of this sort had happened, and we found that he had only been taking care of Grimes station for a short time, our fears were allayed. The suspense was terrible, however, while it lasted.

Mr. and Mrs. N. P. Van Maren are rejoicing over the arrival of a son.

East H. & D. Division

Maude Hamlin

AS these notes leave us, the mercury is way down out of sight and the snow beautiful is piled up all around us. This makes lots of extra work for the section-hands, keeping platforms and switches, etc., clean, and necessitates less tonnage and shorter trains during the cold spell.

During a slippery period a few days or so ago George Null had the misfortune to slip and sprain his ankle rather badly, being laid up now in Minneapolis. Pretty cold right now anyway, Geo., so bask in the warmth at home while you can.

The home of James O'Reilly, engineer on the East End, caught fire January 8, 1930, while Mr. O'Reilly was out on his run to Montevideo. Firemen carried Mrs. O'Reilly out of the house, also a grandson Ray Halloran, aged 14 years, who was ill at the time with pneumonia. This was a rather narrow escape for Mrs. O'Reilly and the lad, as it happened early in the morning while they were still asleep.

Yours truly had a very nice Christmas, having my twin sister and family here from Reed-point, Montana, to help make the holidays enjoyable. Incidentally I secured two tickets from Miles City to Montevideo and return on

the C. M. St. P. & P., saving them quite a sum and besides getting them right here instead of at Minneapolis, as they would have done had they taken the Northern Pacific.

On December 23rd occurred the death of Mrs. Hellisch, aged mother of Section Foreman N. B. Hellisch of Renville. She had made her home with her son for a good many years and her death was very sudden and unexpected, she having eaten the evening meal with the family the night she passed away. The Hellisch family have our sympathy.

One of our veteran section foremen, who has been filling the position of yard cleaner at Appleton for some years past, Martin Peterson, passed away on December 22nd, at his home in Appleton, Minn. Funeral was December 24th, which was attended by a good many friends and neighbors from Monte and nearby towns.

Outside of the good cooking at home, Trainmaster Sizer thinks the cream pie at Ortonville is about the best ever. We have heard him say he can't hold a candle with the roadmaster on the Middle Division, but I'll venture to say Mr. Natzel couldn't eat any more pie than R. E. S. did at Ortonville.

We held a very successful Safety First meeting at Montevideo on January 13th, in the Women's club rooms, Mr. Sizer taking charge of the meeting, Maloney taking notes, etc. The only difference between this meeting and several meetings prior to this one, is that some of the men have forgotten their New Year's resolutions, and the air was more or less pungent on account of tobacco smoke, etc. However, after three and one-half hours, they came out smiling, so guess it had no bad effects after all.

At a recent Kiwanis meeting, our efficient agent, David Fisher, gave a very splendid talk on the part the railroad plays in a town the size of Montevideo. His speech showed the gain in shipments of stock out of this territory and the earnings for the different years. It gave the merchants something to think about, and Mr. Fisher received some very nice letters of commendation from the different heads of the club and town. His article was also printed in one of the Minneapolis papers, which shows it was deserving of mention.

The train and enginemen had a very good "Get Together" meeting, following a regular business meeting, and all the "rails" were invited to be present and join in the fun. Quite a number did avail themselves of the invitation and report a splendid time. Dispatcher J. J. Brown gave a very interesting talk on the relation of railroad and community, which was received as J. J.'s efforts are always received, with a lot of enthusiasm.

General Office

Vila

WEATHER as a topic of conversation has always been considered somewhat of a joke, but it has resolved itself into a highly exciting subject of late, what with the mercury at 20 degrees below zero and snowstorms every other day for no good reason at all.

The last two weeks must have inspired the following:

When chilly winds of winter blow
And nip your nose, when snowflakes go
A-whirling 'round and piling high
In drifts for me to sweep, I sigh,
And think of summer's balmy air,
Of grass so green and skies so fair.
But sultry summer comes again
With not a breath of breeze, and then
The grass is dry and I am, too,
And I decide that it is true
That crisp, cold air is doggone nice
And I prefer the snow and ice.

You'll never convince us that the Engineering Department didn't have a tip from the Weather Bureau. Otherwise how could Miss Dagny Olsen, Mr. A. G. Holt and Mr. Van S. Brokaw pull a sneaker on us and get off for Florida while the rest of us haul out our red flannels?

Another evidence of perspicacity on the part of the Engineering Department employees was Miss Vila Graves' departure for New Orleans. However it took the edge off of our envy when we heard that it was 2 degrees below zero when she went through Memphis. In a case like that, we should advise going through rather quickly.

We are pleased to congratulate Mr. and Mrs. Roy Cruetzberg on the arrival December 18th of daughter Joan. Mrs. Cruetzberg was formerly Margaret Pederson, employed in the Transportation Department.

It is gratifying to know that Hub Smith is doing nicely after his recent operation. We are told his convalescence is brightened by the fact of his recently becoming a great-grandfather.

Yes, Don did it!

We are all sorry to hear of the retirement from the Milwaukee service of Mrs. Hazel Sohn of the Transportation Department, but may we not take this opportunity of wishing her the best of luck?

The girls are planning a combination farewell and birthday party in honor of Mrs. Sohn and the Misses Sally Patterson and Mildred Nelson.

Merry and Jim are apparently bent on combining the forces of the Financial and Operating Departments. It makes an entertaining combination.

W. R. Hauser formerly of the Extension Service of Brookings, South Dakota, is now in the employ of the Agricultural Development and Colonization Department and is making his headquarters here in 816 Union Station Building. Welcome to our midst, Mr. Hauser.

We offer you congratulations John F. Dunne, of the Passenger Rate Department, for acquiring a little wife for yourself. The big day was December 21st.

Mrs. Ed. Gunderson, Jr., formerly Mary Lauk, of the Advertising Department, is having an awfully nice time recovering from a bad cold. Her little sister Helen, employed in the Police Department, in full sympathy with her sister, is also trying to get over a cold. Her condition is causing a certain young man around here much consternation.

Miss Eulalie Payer, of the Coal Department, is sporting a very pretty diamond ring on that certain finger. Much joy and happiness, Eulalia, and lucky boy that bestowed the ring.

Mr. Olin Anderson, formerly of Mr. Caldwell's office, is now in the employ of Mr. Pierpont. Lots of success, Olin, and keep going.

Tacoma District Accounting Bureau

R. R. Broadcasting

MR. HARRY E. HATCH, assistant district accountant, was elected Potentate of the Mystic Shrine. We all congratulate you, Mr. Hatch.

Santa Claus visited the home of Mr. and Mrs. Walter Jennings (Ethel Schmidt) on Christmas eve and left them a great big boy. Walter, the truck driver for the Store Department, is wearing a broad smile and passing around the candy and cigars. The big boy will be known as James Albert Jennings. The D. A. B. crowd offer congratulations.

The Lexington (the Navy Airplane Carrier) is docked in the Tacoma Harbor. Visiting days

only Saturday afternoons, Sundays and holidays. Many interested folks visited. Ann liked it Gobs and Gobs, so went twice.

Mrs. F. E. Devlin was elected president of the Milwaukee Women's Club at the last meeting December 30, 1929. The members of the club in the D. A. office offer their congratulations and wish the new president heaps of success the ensuing year.

We all extend our deepest sympathy to Millie Anderson, her mother and brother, in the loss of father and husband. Mr. Anderson passed away December 14, 1929, at the family home.

Claude J. Petersen is on the sick list at the present writing, having undergone a minor operation at St. Joseph's Hospital. Last report Claude's nurse said he was doing nicely.

Helen is still an ardent admirer of Al. Al who?—that's what we would like to know.

F. B. Trout is having his molars pulled, but he won't tell us if he is on a soup and milk diet, but we know he can't eat a juicy steak.

Idaho Division

R. C. P.

GUY E. SAMPSON, Chicago Terminals, and family spent December 28th in Spokane visiting Trainmaster E. E. Johnson and family. Guy claimed to be awful fast and could follow Ed around anywhere but we noted his feet were dragging when he boarded 18 that night for home.

Lineman Sam Sybrant has recovered from an operation which he underwent at a Spokane hospital.

Conductor Jack Shaner has taken up aviation. He aspires to be a real flyer and has already had six or seven flight lessons.

His instructor tells us confidentially that Jack always throws in a bucket of dope, some brasses and a few torpedoes and fuses before going up.

Agent J. H. Vassey, Malden, left for Loveland, Colo., January 9, where Mrs. Vassey is attending her mother, who is seriously ill.

An eight-pound boy arrived at the home of Roadmaster and Mrs. R. W. Gallagher January 13th.

Mrs. P. L. Hays was called to Ottumwa, Iowa, on account of the serious illness of her sister Mrs. Ada Arnold, and was present at her death, which occurred January 4th.

Head On

Train No. 16, engine 6342, Engineer Clarence Norton, Fireman Jack Service, collided head-on with a hoot owl near Crosky on the O. W. R. & N. the night of December 29th.

Mr. Owl was carrying a muskrat and hurrying home toward what he, evidently thought was the rising sun, when biff, the sun went out and so did the headlight on 16's engine.

Fireman Service on making examination found the headlight glass and globe broken, and the headless muskrat in the reflector. The owl had dropped onto the pilot.

There was no delay to the train as Fireman Service replaced the globe without slacking speed, for which he is deserving of special mention.

Read Mr. W. P. Warner's article on "Idaho Division" in this issue.

OTHELLO: I write it in big letters so it will be noticed, was in the clutches of a real blizzard this day, January 15th, and the temperature was at zero. On the fence, so to speak, and the inhabitants were watching their thermometers in nerve-racking suspense, fearing that the mercury would fall off on the more frigid side. All this, mind you, in a zone considered if not altogether torrid, at least exceedingly balmy and very favorable to bananas growth.

Readers of this magazine may recall having read items of interest in its columns in the very distant past, contributed by one "Slats" Whalen, and a certain lady at the roundhouse; items under the heading "Othello"—Heart of the Columbia Basin—The Banana Belt, and other headings suggestive of the South Sea Island. But, also, a great change has come over this former garden of Eden where once the traveler could pick his way in the palm grove, lighted by the stars in the desert sky, and pluck luscious dates and ripe bananas. He now fares forth amid the swirling sands and wind-driven snow to the accompaniment of large packs of howling coyotes. The great change has no doubt had a very depressing effect upon our former contributors as we have heard no word from them these many moons. But who can stay the pranks of the elements or bring back to the fold our former comrades, now evidently lost in the desert wastes?

Chicago Terminals

Guy E. Sampson

WELL, another year has begun and if every one of us read PAGE 1 of last month's Magazine and let it sink in, there is no reason why the Milwaukee Railroad employees should not bring her a way up toward the top of the list in accident prevention. Our good friend Mr. Gillick only said one page full, but every bit of it was food for thought and we surely ought to profit by his message.

As your correspondent was absent a part of the time since our last publication we are going to be a bit short on news this month, but then it will leave more room for the others. We had a good time and saw them all en route.

Sam Pulford, who is still on the payroll at the Bensenville roundhouse, and does his daily dozen, celebrated his 83rd birthday the 11th of January. We would have made a note of it last month but Sam promised us faithfully that he would have a photo taken for this issue. But for some reason, and we believe it was because he didn't think people would believe him that old if we printed a photo of him, for really he doesn't look it, and is still as spry as a kitten. His oldest son, who is 62 years old, is an engineer in the Milwaukee Terminals, and his youngest son Sam, Jr., who is in his 30's, is an engineer in the Chicago Terminals. This grand old gentleman is to become the proud possessor of a 65-year button this winter. Some service to be still going strong.

The grim reaper Death, visited our midst on December 9th and called home two of our employees. Yardmaster Chas. Harrington and P. F. I. employee Ed Dalton. Mr. Harrington, who was in the south for his health, returned home last October for a visit and never went south again. For a number of years he had been yardmaster in the terminals as well as an active member in the B. of R. T. While his death was not a surprise to his family and his co-workers, still his death caused a shock to all who knew him.

Mr. Dalton, who was working at the time of his death, was on his way from Western Avenue station where he was employed, to a point in the west part of the yard to inspect a car of perishable freight that had been set out account of being on fire. As the snow was falling fast and blowing a terrific gale, he accidentally stepped in front of C. & M. Division No. 6 and was instantly killed. He was buried the following Monday. The sympathy of all employees is extended to all the bereaved ones.

"Dug" Coutts, who underwent an operation about the middle of December, is again able to resume work in Franz' office as car clerk.

Chief Clerk Boland of Franz' office, also underwent a serious operation last month and at this time is able to be at home from the hospital but still unable to resume his duties at the office.

Engineer Harvey Cregmile and wife spent Christmas week visiting around Washington, D. C. They report having had a wonderful trip.

Every department in the terminal is striving to make a better record from month to month in accident prevention. One of the best ways to get results is to attend every Safety First meeting that we have the opportunity to.

Chicago Terminal Car Department Notes

H. H.

Hello, folks! Have you all followed your New Year's resolutions up to this time or have some of you slipped into the passing track? H. H. is still on the main line with several of his resolutions, even though the passing track looked very inviting at times.

Have just received some news from our old side-kick E. Berndt of Galewood Yard No. 1 as follows: Ed. Prehm, tractor operator of Store Department at Galewood Yard No. 1 shop, is the proud father of a baby girl, born December 9th, mother and baby fine, also cigars were fine. Congratulations from the gang at this end, too, Ed.

Best wishes to certain folks vacationing in Florida at time of release of these items and hope weather conditions there are favorable to them.

At this writing, Assistant Car Foreman John Schliep of Galewood Yard No. 1 is on the sick list. John has many friends in the terminal and all wish him a speedy recovery and a quick return to the job with the best of health.

Chicago Terminals was visited with a very severe snow storm and blizzard, beginning December 18, 1929, and lasting several days during which time about 14 inches of snow fell, accompanied with a very strong wind. It was pleasing to note the nice co-operation of every department in working out of the storm and this nice team-work between everybody in terminal did not make these severe weather conditions as disagreeable as would seem, consequently everything was back to normal almost immediately after the storm.

At this writing we hear of the death of Mr. M. M. Dick, D. M. C. B. of the Southeastern Division. The sympathy of the Chicago Terminal Car Department is extended to his many associates on the Southeastern.

Well, well, we heard some pleasant news the other day, Harvey Brandt, air brake supervisor presented a certain young lady with a very pretty diamond. Congratulations, Harvey.

In attending the Terminal Safety First meeting December 30th, find that the force of William "Bill" Zuehlke, car foreman at Western Avenue and Union Street Freight Yards went through the entire year of 1929 without a reportable lost time injury. Good work, Bill, hope you repeat in 1930.

The force of the Bensenville Repair Track and Train Yards, Car Foreman H. Hewing, consisting of 63 men went through the entire year of 1929 with only one injury above the minor class, every man connected to that point has resolved to better that record in 1930 which means no reportable or lost time injuries in 1930. Let's hope they do it.

Here's something to toot horns about, the entire Chicago Terms. Car Department, consisting of over 800 employees went through the entire month of December, 1929, without an in-

jury of any kind, not even a minor. General Car Foreman Faltinsky is in charge of terminal operations and all under his supervision are proud of this and are going to make monthly records such as this a regular occurrence.

And talking on nice safety performance, here is another, the Car Department organization in the entire Southern District, embracing 1,200 or more employees, of which the Chicago Terminals is a unit, under supervision of District Master Car Builder Wm. Snell, went through the entire month of December, 1929, without a reportable injury. A word of thanks and appreciation is hereby extended to every employee in our Car Department organization for their nice cooperation in 1929 in continually striving to keep lowering injuries to a minimum and we are taking the privilege of saying we are succeeding. We won't say that we are successful but we can say we are succeeding and are striving for success in 1930 by making a better showing than the good showing made in 1929. Before we close the subject of safety, everyone should carefully memorize the following:

"Y STANDS FOR YOU!"

Everyone must work safely. One careless man can ruin a whole outfit, and one man can spoil a safety record. DON'T BE THAT MAN.

Here's a word to all men in supervisory capacities; regardless of how small: "You men are the key men in safe operation and safe practices, your attitude and interest in Safety First is reflected in men you supervise, the more interest you show in this line the more men under you will show. The safety of his men is the supervisor's greatest responsibility and if any injury occurs which can be traced to a violation of rules or unsafe practices or carelessness, then you, Mr. Direct Supervisor, are equally responsible.

"Making a good safety showing for a yard, repair track, shop, terminal, or district is not a one man job, is not a two or three man job, but is a job that every individual person to or with that particular point helped make because a sensible person will agree in that little sentence listed above in these items 'One Careless Man Ruins a Whole Outfit.'"

Told Foreman Thompson of Mannheim about the Englishman who wanted his second hot dog a little more house broken than his first, but think it went over his head.

Well, not so long now, getting nearer and nearer, if the gang knows what I mean.

Am thanking "Smitty" in these items for his typographical assistance in their preparations.

S. C. D. Notes

F. B. H.

WELL, here it is, 1930!! It seems hard to get used to saying it, but I suppose by December 31st, we will have forgotten how easy it was to say 1929.

Our billing machine operators have surely been on the sick list this month. Julia Weins was absent for two days and Al Forrest, three days. However, we are glad to say they are both well and back on the job.

F. P. Brock was absent for about a week with an attack of ptomaine poisoning. He has fully recovered and is now back at the office.

December 24th would not be complete for any of us in the S. C. D. office if Mr. Horan failed to come in with his cheery holiday greetings. But he never does fail us—as sure as eleven o'clock rolls around on December 24th, he is here and we are always mighty glad to see the dear, old Veteran.

Edna Haslam Klatte had the misfortune of being hit by an automobile at Fourth and Wisconsin, just before Christmas. While her shoulder was badly fractured and she was quite

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CHICAGO

shaken up, still she is up and around as lively as ever. Glad to hear it, Edna.

Wayne Morse spent Christmas at his old home in Babcock.

Herman Klatte spent the week-end between the holidays with his parents in Terre Haute.

Gertrude Haas spent the holidays at Washington, D. C., and had the thrill of going to see the White House fire on Christmas Eve.

Harriette Badger made a flying trip to Minneapolis the Sunday before Christmas and brought her little cousin back to Milwaukee to spend the holidays, then last week-end she had to take Jean back, but she says the youngster had such a good time that she felt well repaid for all the lack of sleep in the hasty trips.

It is with deep regret that we announce the death on December 25th, of Mr. M. M. Dick, district master car builder at Terre Haute. He will be greatly missed by all in the Car Department.

Ralph Haslam received the hugest surprise package at Christmas time from all the fellows in our office. For details as to the contents—please see Ralph.

Ethel Carpenter underwent a major operation at St. Joseph's Hospital on December 31st. She is getting along nicely. We sincerely hope that 1930 will bring good health and happiness to you, Ethel.

Marie Schouten, of the Cost Accountant's office, was called to her home in Los Angeles on account of the serious illness of her mother. She returned January 6th and since her mother is now well on the road to recovery, Marie says she is glad to be back because it is so hot and dry down there this winter.

Talk about stepping up—that is just what our Walter Marshall did. He was promoted to the position of assistant to superintendent of motive power, January 1st. We are all mighty glad and wish you every success, Walter, but at the same time, we must admit that the Car Department is going to miss you a lot. Don't forget to call at the S. C. D. office frequently.

Mr. Carl E. Wood, air brake and electrical supervisor, at Tacoma, has been promoted to the position of engineer of train lighting, left vacant by Mr. Marshall. We are glad to welcome Mr. Wood into the S. C. D. family and sincerely hope he will find the work and surroundings extremely pleasant.

Mr. and Mrs. A. T. Barndt and Betty Jean spent Christmas at Fountain City with Mrs. Barndt's mother. But the trip came near being postponed all because Betty Jean is such a fastidious little lady that she had to have bright red mittens to match her outfit before she could go to see Grandma. The mittens were hard to find, but leave it to Al—his mind was made up so find them he did! They had a very pleasant trip.

Julia Barrows has been having the flu for the past week, but we understand she will be back real soon and we hope so, because we miss Julia's smile and line of chatter.

One noon there was much excitement on the South Side, someone said there was a big snow man over near the foundry when lo and behold, up he jumped and walked away, and they tell me it was none other than Walter Stark up to his old tricks again!

Iowa (East) Division and Calmar Line

J. T. Raymond

SUPERINTENDENT B. F. VAN VLIET and daughter, of Des Moines, passed through Marion, Monday, December 30, accompanying the remains of Mrs. Van Vliet to Monticello for interment.

The family resided in Marion some years ago when Mr. Van Vliet was superintendent on this division. The sympathy of many friends on the

division are extended to Superintendent Van Vliet and daughter in their sad bereavement.

Engineer Roscoe Stevens who was injured in a derailment a year ago continues to take treatment for a knee that was injured at that time, and the prospects are not bright for his resuming work soon. He is going to Chicago, January 15, for further examination and treatment.

Safety First Inspector V. Hansen spent the holidays in California and has returned to his territory.

Dispatcher R. C. Merrill and Operator R. L. Merrill, of Marion, attended the funeral of K. C. Division Conductor Chas. Farley, at Ottumwa, December 30.

A very interesting and well-attended Safety First meeting was held in the club rooms of the Milwaukee Railroad Women's Club at Cedar Rapids, Friday, January 3, Superintendent A. J. Elder presiding. Mr. Elder read a detailed report of recent accidents and commented on the continuous improvement being made in our records along Safety First lines urging every one to be alert and vigilant so that our record may be one hundred per cent every day of the year. "It can be done." A discussion followed the chairman's remarks, which was quite generally participated in, bringing out a number of good suggestions.

"Eternal vigilance is the price of safety."

George Snyder, of Marion, is ill and has been taken to a hospital at Cedar Rapids for treatment.

H. C. Gustavsen has been appointed Agent at Long Grove and has taken charge of the station.

Division Engineer Christianson's office force which has been located in the former waiting room in west end of passenger station has been removed to the rooms upstairs in west end of depot.

The train dispatcher's office at Marion has been painted and a few other improvements made.

Charles L. Davis, 73 years of age, passed away Monday, January 6th, at his home in Marion. He had been in the service of the company for 51 years and for a number of

years has served as a bridge carpenter and engineer on a pile driver.

His death is deeply regretted by a wide circle of friends among the railroad family.

The funeral services were held and burial made in Marion. The Employees' Magazine extend deepest sympathy to the bereaved family in their great loss.

L. R. Rawson, agent at Fayette, passed away December 24th after a long illness. He was born in Springfield, S. D., in 1871. He entered the service of the Milwaukee Road, serving as agent at Waucoma and Arlington, previous to locating at Fayette.

Mr. Rawson was a very friendly type of a man, being very popular with his fellow employees. He will be greatly missed from their ranks.

The funeral services were held at Fayette and were concluded with the Masonic ritual. Interment was made at Fayette.

There survives the widow and five children to whom the sympathy of many friends on the division are extended in their bereavement.

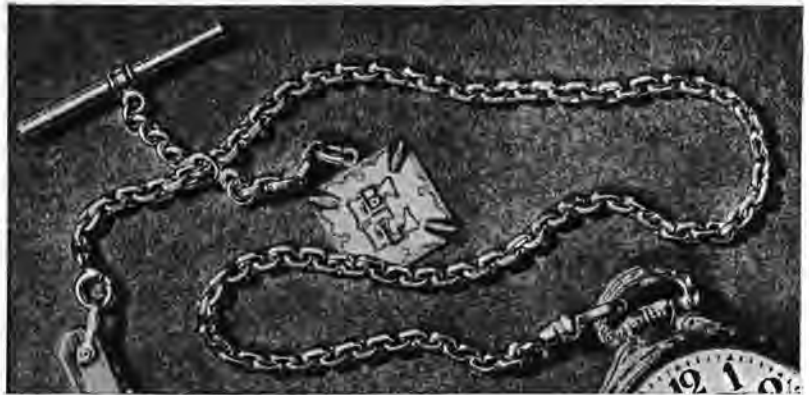
Agent J. C. Thornton, of Long Grove, passed away December 17th, after a brief illness. He was born in De Witt, November, 1865, and leaves his wife and one daughter, Mrs. Link Thompson, of Grinnell.

Mr. Thornton entered the service of the Milwaukee Road, July 3, 1887. He served the company efficiently and with great fidelity. His passing is much regretted by a host of friends on the division, and on their behalf we extend sincere sympathy to the surviving members of the family. The funeral services were held at DeWitt.

Operator Don Fox, of Delmar, resumed work December 15, after a long absence, owing to illness.

Conductor Dan Hickey was off duty during the holidays, C. N. Goite, relieving on the north end wayfreight.

Passenger Conductors J. F. Coakley, Lee Tolbert and F. S. Craig, laid off during the holidays, giving some of the extra conductors a chance to get in some passenger mileage and spend Christmas away from home.



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You'll find Simmons Chains good-looking too. Not frilly, but in keeping with your watch. And no matter which of the many designs you like, the price will be reasonable. The chain illustrated is a yellow gold-filled Dickens, 4899½, and costs \$11.25, alone. You can see this chain, and many others, at the watch inspector's. R. F. Simmons Co., Attleboro, Massachusetts.

SIMMONS CHAINS

Mrs. Walter Glew, wife of Train Baggage-man Glew, passed away January 12th at Findley Hospital in Dubuque, Iowa, where she had been taken from her home in Farley, August 3rd, suffering from a tumor. Besides her husband she is survived by five children, all grown. Walter's many friends on the Iowa Division extend their deepest sympathy to the bereaved family.

Passenger Brakeman J. A. Carmichael laid off December 27th on account of sickness, M. L. Peterson relieving on the north end passenger.

Conductor Jack Higgins was off duty over New Year's, W. P. Kelly, relieving on the Monticello-Davenport passenger and A. E. Young relieving Kelly on the Monticello-Farley patrol run.

On December 29th, Miss Ardys Eckhart, youngest daughter of Conductor R. B. Eckhart, was fatally injured in an automobile accident in Independence, Missouri, and passed away on New Year's Day. The young lady was twenty-one years of age and graduated from the Marion High School with the class of 1926, since which time she had been taking a nurse's training course in the Independence, Missouri Hospital, from which institution she would have graduated this coming June. Besides her father and step-mother she is survived by a sister and two brothers. The Magazine extends sympathy to the bereaved family.

Madison Division Notes

W. E. F.

JUST before the holidays I read this little sentence—"Forget yourself and make others happy." Wouldn't that be a wonderful thought to start each day of the New Year with—"Here's trying!"

AND, BE IT RESOLVED, This year of 1930 that we will not depend on LADY LUCK (knowing it to be only a myth), but will think and act safely and sanely at all times—not for just an hour, day, week or month, BUT ALWAYS.

Our genial Chief Train Dispatcher, F. A. Maxwell, has joined the "suburbanites," having purchased a new home on Regent Street, "Out where the West begins." We expect a house warming about Valentine's day.

Berdella Neibuhr recently returned from Florida—says Middleton still looks good to her, even Monroe Street has charms she didn't find in Florida.

Work will begin soon on a new bridge over the Wisconsin river at Bridgeport, which will cross our tracks about 200 feet west of the present one. Wonder what Harry Lathrop will do then—it has kept him busy most of the time raking in the quarters to pass over the old one.

Have you been in the passenger station when a train is about to leave and heard Ben Eller calling off stations in that stentorian voice—If any one misses his train it sure isn't Ben's fault.

Have to answer J. O. L. in the column as he forgot to enclose self-addressed envelope. That's the way Beatrice Fairfax, Dr. Lula Peters and what have you —First, thanks to Mr. S. — at Mineral Point for starting the "Game" it was a fine one notwithstanding its sad end. And to J. O. L. he sure hands out the "Applesauce," but I don't blame the poor bird to want to hide and not be picked to pieces by a couple of old hens.

At a card party given by the Women's club recently "Mary's Little Lamb" was given as the door prize. It was a wonderful work of pastry. It looked so real you expected it to "Blah"—I mean "Baa"—any minute. It was

created by Mrs. Howard Dittmar, president of the Women's club for 1930. So you see how efficient she am.

"Please have patience with me and I will give thee all." (Please note the biblical quotation, I know my Bible—and how—) Well, about that coal question—I hope the lucky winner will not expect a ton of "gold nuggets" to roll into his basement.

Does Carl Dahnke like his Java—I never saw a man consume more coffee than Carl does at some of the parties held at the Women's club.

Chief Clerk Fred Liegois and Mrs. Liegois attended a bridge party recently and walked away with both prizes—understand they were invited by a friend from the "Old Home Town." Wonder if that had anything to do with it.

Everyone around the office is looking for a calendar to fit this and that. Last I heard Tarp saying a "JOYCE Jacks" was his size.

Henry Carter sure knows his valves. He and I fixed the radiator in our office. Didn't we, Mr. Carter? Course he did the work and I did the talking. And does it radiate now—and how.

The way one Helen K—sends her affections to a one Mr. Murray at Madison is "Nobody's business," but I'm just giving Helen a tip—by the fire in Bessie's eye when she read it. I'm afraid one missing correspondent will find herself a co-respondent. And that's that.

Wonder who gave Roy the wicked looking eye he's sporting these days—says he got it at basketball. That guy didn't waste any time dribbling down the side in that game.

A big pot luck supper sponsored by the Women's club is on for Thursday night. Will tell you all about it next time.

These following items were given to me—guess they wouldn't pass muster on their own division so this is one way of getting them in.

We understand that Ticket Agent L. J. Lightfield at Beloit is competing with the Trans-Atlantic Italiana Steamship Co. by offering to paddle passengers over to Italy in a canoe at very low rates.

Speaking of ingenuity the Christmas tree at the Beloit passenger depot is now trimmed down and used as an acrobatic apparatus for the use of passengers only. (Inventor, L. J. L.)

Dick Lightfield has gone into the fur business. He purchased several mouse traps to rid the depot of mice and about a week later broke out with a fur coat.

Seattle General Offices

"The Cub"

Mr. Garrick's Mail System Proves Thoroughly Reliable!

A LETTER dated Tacoma, November 29, 1919, addressed to Mr. J. L. Brown, Seattle, and signed by F. C. Dow, has been received in the Transportation Department here after being ten years in transit from Tacoma to Seattle, a distance of 36 miles, as the snail flies.

Archie Campbell, statistical expert of the general manager's office, figures that the letter must have moved at the rate of 51.8 feet per day, which leads him to believe that it must have been accidentally filed with the Telegraph Department for transmission or given to Sam Whittemore by his wife for mailing.

At any rate it only goes to show that Mr. Garrick's mail system can be absolutely depended on in a crisis.

The many friends and fellow workers of O. R. Taylor, Traffic Department, were shocked to learn of his sudden death Sunday evening, January 12th. Mr. Taylor was a veteran of the West End, having been with the company

since 1908, and enjoyed the friendship of everybody here in the general offices as well as many others all along the line who sincerely mourn his loss.

John O'Meara of the Traffic Department, and one of our Milwaukee League top-notch bowlers, was seriously hurt in an automobile accident New Year's Day and is still confined to his bed at home, although reported to be getting back to normal. His many friends as well as his team-mates are wishing for a speedy recovery.

Harvey Jones, messenger of the Telegraph Department, was killed in an auto accident in Tacoma, when the machine he was driving crashed into a telegraph pole. A girl companion who was riding with him was also injured.

Ray Wallitner of the Transportation Department, is taking his vacation January 20th, and it is reported that he is contemplating a voyage right out on the stormy sea of matrimony. E. M. Stablein and several others of the young bachelors have been working on him but report that nothing can be done at this late date to stop it, so everybody will join in and give the young couple a big hand.

Reba Moulton of the Passenger Department, left the service December 26th. Bill Santeire reported all broken up.

Mrs. Dorothy Hall Bailey is leaving the service this month and will be replaced by her sister Miss Esther Hall.

Mr. H. H. Field, general attorney from Chicago, was a Seattle visitor a short time ago.

W. P. Warner, district F. & P. agent of Spokane, was also seen around these parts last month.

Mrs. John Pearce of the Engineering Department, passed away December 7th.

From the Crossroads of the World

Roberta Bair

WE regret to announce that our late officer and friend, Mr. Martin Michael Dick, district master car builder, passed away at Union Hospital, Terre Haute, December 25th. We wish to express our deepest sympathy for Mrs. Dick and family.

Mr. A. H. Austin, chief clerk in the Car Department at Terre Haute, has been transferred to Chicago as assistant chief clerk to district master car builder, Mr. Snell. Mr. Austin with his genial manner and wonderful personality will be greatly missed on this division, and his host of friends here wish him the best of success in his new position.

On Saturday evening, January 18th, a farewell party was given Mr. Austin at Memorial Hall. About 100 were present and enjoyed the evening dancing and playing cards. Several special musical numbers were rendered in his honor, after which he was presented with an Elgin watch and chain. A delicious luncheon was the climax of the affair.

Well, it WAS mistletoe, even though it only had one berry. But what good is mistletoe, if—oh, well, as one young lady said: "There were too many around." Maybe there will be better luck next year.

Sympathy is extended R. M. Blackwell account the death of his mother at Bedford, January 8th, and M. C. Faris account the death of his mother January 2nd.

Howard Stewart is the proud possessor of a young forest located in the SE ¼ of the NW ¼ of countenance A. Next winter he expects to bring out the oane.

The Milwaukee office bowling team will defend position No. 1 against the onslaught of the C. M. St. P. & P. Store Department, holding position No. 3, tonight, January 15th—a battle of battles, and how!

Chief Timekeeper Fred C. Mancourt, who recently purchased a new Ford sedan, had an opportunity to get a line on its cruising radius a few nights ago. Some of his friends were apparently under the impression that he was operating a bus line to Brazil and points east, particularly specializing in service during the early morning hours.

After guzzling a few Coca-Colas at a dance at the Trianon, he very kindly volunteered to see a few members of the fair sex to their various homes. When at a barbecue the girls refused chicken, Mancourt was thoroughly convinced that they must be from the suburbs. Chief File Clerk Ed Knuckey and Assistant Timekeeper Leo Huberti, who accompanied Mancourt, unfortunately had nothing but bills of large denomination with them and Mancourt was required to pay the feed bill in order to keep Huberti and Knuckey from sweeping out.

After this enjoyable midnight dinner, through the courtesy of Mr. Mancourt, the itinerary started in an eastwardly direction and, after calling Glen and Scieyville and receiving no response, Fred continued driving eastward, feeling sure that some one would point out the destination in the next few miles.

About this time, Opal (surname unknown), who was occupying the front seat with Fred, began getting very chummy and was crowding the driver to such an extent that Fred felt the door locking mechanism on his side of the car was being severely strained, however, he drove on and on, with one thought always foremost in his mind—where on earth do they live?

In the natural course of events, they finally reached Brazil, and Fred heaved a sigh of relief as the lights of Brazil came into view, feeling positive they must be inhabitants of that village. Fred strained and strained his ears listening for some one to say, "Here is where we live"—but no such welcome remark was forthcoming, so on and on, laboriously went the little Ford through the eastern part of Brazil and soon they were leaving the lights of Brazil behind them and were out again in the country, still keeping a due easterly course.

Fred had thought several times of asking where the girls lived, but each time this thought came to his mind he drove it away with the counter thought that such a question might give the impression that he was ill-mannered, but when he reached the town limits of Harmony he was desperate. He had decided to ask this question as a last resort, regardless of the unfavorable impressions it might leave. He was just on the verge of asking the question when the girls pointed out their destination.

There wasn't much time wasted in bidding the girls a proper farewell and in getting the Ford radiator headed into the westward wind. Then Fred and the other two boys listened to the dreamy rhythm of the Ford motor until 3:00 a. m., at which time the other two boys expressed to Fred their appreciation for the excellent feed and the pleasant ride to which Fred had so generously treated them.

West Clinton

Well, West Clinton is still on the map after experiencing that terrible blizzard the latter part of December. Charles Fox and his men and Thomas Goucher and his Blanford force worked all day and night and did excellent work in keeping the switches open during the worst part of the snowstorm.

Emmett Ziegler, car inspector, walked from his home in Clinton on December 19th and it took him 4 hours and 50 minutes to get to work. He said he passed 49 automobiles that were stalled in the snow drifts. Some of the drifts were eight to ten feet high.

The worst part of this snow storm was that

the bakery wagons were unable to get out here from town and we had to eat biscuits and sorghum molasses. That was tough luck!

P. D. Scott relieved Operator Doc Johnson for a few days the first part of January. Scotty liked it here all right but said it took too many meal books.

Guy Kelley met with an accident the first of January when he fell off the steps at his home and sprained his ankle. He is back at work again, but we look for him to move those steps away, also sell that lawn-mower and settle down to a quiet life.

H. J. Kutch returned to work the first part of January after several weeks of illness. He spent several days at Martinsville and is now rapidly regaining his health.

M. J. Torrey says he wishes he could get a few nice days to work in, as it has been bad weather every day he has worked with the exception of 4 days, since October.

The saddest words of tongue or pen, are these few words—"No cleanout checks again."

Iowa (Middle and West) Division

Ruby Eckman

CARLYLE JOHNSON returned the forepart of January to work as fireman on one of the steam cranes working at Woodman, Wisconsin, after a few weeks' visit at home in Perry.

Phillip Sanford, son of Machinist Harry Sanford of Perry, and Miss Lola Newbury of Des Moines, were married January 6th in Des Moines. The young people will make that place their home as Phillip is employed there.

Engineer Addison Birdsall took advantage of the lull in business the forepart of January to have his tonsils out. He is on the reserve list, so figured it the best time to have the job done.

Mrs. R. C. Dodds and son Robert, family of Assistant Superintendent R. C. Dodds of Perry, have gone to Phoenix, Arizona, to spend the balance of the winter. Mr. Dodds took them down there and got them located conveniently and then returned to service.

Engineer Billie Howe went to Des Moines the forepart of January for a major operation. During his absence W. H. Young has been on his run on 19 and 8 on the Western Division.

John Lutze, assistant master mechanic on the West and Middle Division, is between two fires. John doesn't like to walk, and of late has become skittish about riding in autos. The forepart of January he and Division Master Mechanic W. N. Foster and Traveling Engineer S. Einerson had business with the Des Moines Division officials in Des Moines so made the trip down in Mr. Einerson's car. While going down one of the business streets their car was struck by a car backing out of a public garage. Mr. Einerson couldn't get out of the way when he saw the driver was not looking for traffic, with the result that his rear fender was struck and damaged.

Eugene Kindig, the younger son of Chief Dispatcher J. J. Kindig of the Perry office, was awarded a trip to Detroit, Mich., with all expenses paid as a guest of the Anti-saloon League of America. The league sent out a quiz on prohibition, the contest being open to all high school students, with a boy and girl to be selected from each county. Eugene's questionnaire was the most complete of any applicant from Dallas County.

Engineer F. L. Hanner, who has been on sick leave for over a year, recently was in the Methodist Hospital in Des Moines for an operation on his arm. It was necessary that the injured member be placed in a cast for several weeks, but the surgeons hope to restore it to full use again.

Simplex Screw Jacks for the Home, Work Shop or Manual Training

WITH this 500 lb. capacity Simplex Jack, you can straighten window or door frames and avoid planing or resetting locks—level radiators, plumbing, drain pipes, ice box; straighten or clamp glued work, radio cabinets, stretch shoes, etc. This little

"Jack in the Box"

is for the man who uses tools, or the boy interested in manual training or mechanical toys. It has hundreds of uses. Sturdily built, beautifully finished, and unconditionally guaranteed.



Its purpose is to demonstrate and advertise the exclusive safety feature of the visible screw and power of the larger Simplex Jacks, and will be sent you prepaid for 35 cents—Canada 46 cents. Money refunded without question and instantly if not satisfied.



Templeton, Kenly & Co.
ESTABLISHED 1899 1920
1020 So. Central Ave. Chicago III. U.S.A.
Gentlemen: Please send me postpaid 1 Simplex Miniature Jack at 35 cents and _____ at 35 cents each for my friends.
A total of \$ _____ is enclosed.
Name _____
Street _____
City _____ State _____
Mark color desired: Red, Blue, Green

ASK YOUR HARDWARE DEALER FOR THE LARGER SIMPLEX JACKS

Joe Frundell, agent for the Milwaukee at Lemon, S. D., was in Perry the forepart of January for a visit with relatives.

Charles Moore, a machinist apprentice, who went from Perry to Milwaukee several months ago to complete his time in the shops there, was transferred back to Perry the first of January. The dampness in the lake region caused Mr. Moore considerable trouble, so he came back to Perry to work.

Switchman Robert De Groate of the Perry Yard force, rendered some valuable assistance to the Des Moines Division recently. Bobbie and his family had driven their car to Des Moines recently and had returned home by way of Madrid. While they were waiting at a highway crossing for Des Moines Division 169 to pass, he noticed a dragging brake beam, so he gave the crew a signal to stop and it was removed.

Mrs. Henry Knee, wife of one of the Perry roundhouse men, has been confined to her home some time by a broken leg, the result of a fall when she slipped on the stairs at her home.

Conductor O. R. Taylor was called to Oklahoma City the forepart of January by the serious sickness of his brother.

H. C. Krasche, who was recently appointed agent at Manila, has moved his family there.

Engineer Irving Chubbuck's wife went to Newark, New Jersey, for a holiday visit with her son Silas Beggs, and to be present at his marriage, which took place in New York City on Christmas day. Mr. Beggs' bride was Miss Ruth Davis of Elmira, New York.

Engineer Charles Swift and three children of Perry, were in Seattle during the holidays

for a family reunion at the Swift home. The celebration was the first in eighteen years in which the entire family has been together on a Christmas day.

H. C. Gustafson has been appointed agent at Long Grove, taking the place made vacant by the death of John Thornton.

Just before Christmas Engineer Oscar Woods while going down town one morning found a pocketbook containing a considerable sum of money and valuable papers. Mr. Woods identified the owner through papers and found it to be a man with whom he had done his first work for the Milwaukee in the roundhouse a good many years ago. The man, Elmer McMichael, is now a farmer living near Perry, and it is needless to say that he was glad to get back the pocketbook as well as to greet an old-time friend he had not seen for years.

Operator W. G. Mouser returned to work as first trick operator at Council Bluffs yards the latter part of December after a long lay-off on account of sickness.

Elton Krohn, a son of Section Foreman J. F. Krohn of the Perry yard force, was married in Milwaukee December 21st to Miss Hildred Wrede of Milwaukee. They will make their home in Milwaukee.

Engineer Carl McLuen and wife were up to Burke, South Dakota, to spend the holidays with their son Kenneth. The young man is enjoying his third year's work as coach for the Burke High School and has developed some fine athletes. They carried off all football honors in the Rose Bud District and bid fair to doing the same with their basketball team.

Friends on the Middle and West Division were grieved to hear of the death of L. C. Rawson of Fayette, which occurred just before Christmas. Mr. Rawson was a cousin of Engineer Wallace Rawson of Perry.

Robert Hildrith, son of Mason Hildrith of the Store Department force at Perry, and five other relatives were injured in an automobile accident near Fort Dodge the latter part of December. Robert was driving the car when something in the steering device broke allowing the car to go down a ten-foot embankment and turn over a couple of times.

Northern Montana Division A. W. M.

MRS. DOROTHY KEATING DOUGLAS, 47 years old, wife of William E. Douglas, locomotive engineer, died at the St. Joseph's hospital in Lewistown on Sunday, January 5th, after an illness that had extended over several months. She is survived by her husband, one daughter, Dorothy, and W. J. Keating of St. Paul, Minn., who came here for the funeral and accompanied the body to Deer Lodge. Mr. and Mrs. Douglas came to this city a comparatively short time ago from Deer Lodge. Previous to that they were residents of Missoula and were very well known throughout the western part of the state. Funeral services were held January 6th, after which the body was shipped to Deer Lodge for interment. During Mrs. Douglas' long illness the Milwaukee Women's Club was very attentive. The deceased was a member of G. I. A., National auxiliary of railroad engineers.

Mrs. E. K. Crawford of Great Falls, wife of Locomotive Engineer Crawford, departed in the latter part of December to spend several weeks in Chicago and other midwestern cities, visiting relatives and friends.

Miss Helen Cornwell, daughter of Chief Dispatcher E. B. Cornwell of Lewistown, returned to Bozeman on the 5th of January after spending the holidays with her parents. Miss Cornwell is taking a course in fine arts at the Montana State College.

Wilford Marsh of the Lewistown Freight Department, returned to Missoula where he will resume his studies at the University of Montana. Wilford spent the holidays visiting his parents, Mr. and Mrs. G. R. Marsh.

Mr. H. H. Heath, who is agent yardmaster at Great Falls, left on the 9th of January, accompanied by his wife, to spend his vacation in the east. During their sojourn Mr. and Mrs. Heath expect to visit in Chicago and Philadelphia.

Mr. and Mrs. Henry McCarthy of Great Falls, are avoiding some of the snappy Montana winter weather by going to Green Bay, Wisconsin, where they will spend a few weeks with their relatives.

Mr. and Mrs. J. A. Trumpower, accompanied by their daughters Melva and Harriet, left on the 8th of January for Aberdeen, Wash., where they will spend a two weeks' vacation.

Yard Conductor E. W. Johnson, who was seriously ill during the month of December, has recovered sufficiently to be released from the hospital and will no doubt be able to return to his regular duties within a few weeks.

W. J. Retallick, car clerk at the Lewistown freight station, has taken a similar position at Great Falls on account of a reduction in forces.

Fred Kummrow, the well known car foreman at Great Falls, is in the St. James hospital at Lewistown, where he underwent an appendectomy a few days ago. Fred is recovering as rapidly as could be expected.

Marking another successful year in the annals of the Great Falls Chamber of Commerce, members, their friends, city and county officials, farmers and railway officials attended the annual meeting in the Grand Theater on Thursday evening, January 9th.

J. W. Freeman, president of the Chamber of Commerce, presided at the meeting. He introduced the official guests of the evening, including H. B. Earling of Seattle, vice-president of the Milwaukee Road, who was asked to stand.

Other Milwaukee officials who were guests for the evening were: F. M. Hicks, Seattle, assistant traffic manager; R. J. Middleton, Seattle, assistant chief engineer; D. R. Rossiter, Butte, general superintendent, and J. E. Bahl of Seattle, general passenger agent.

West I. & D. Division F. D. S.

EMMA REYNER, cashier at freight office, spent the Christmas holidays at Ruthven, Iowa, with her sister.

Mrs. Jack McGrath spent the Christmas holidays at Marshalltown, Iowa, with relatives.

Jack O'Neil, foreman at freight house, and family, spent the holidays with relatives at Forreston and Dixon, Ill.

Mr. Paul Hasslinger, chief yard clerk at Mitchell, took the fatal step January 24th and was united in marriage to Miss Lucille Determan. They went to Chicago to spend their honeymoon.

Mrs. J. C. Wiley left for California the first part of January. Conductor Wiley will leave for there about the 20th of January. They are figuring on spending the winter on the coast, part of the time will be spent at Los Angeles, San Francisco, Portland, Seattle and Deer Lodge, Mont.

James Goss and wife spent the holidays in Minneapolis visiting with relatives.

T. T. Dunsmore took his wife to the Mayo Brothers at Rochester, Minn., the first part of January. We were unable to find out what the ailment was, but here's hoping that it is nothing serious.

Dutch Schirmer is acting as yardmaster while Teddy is gone.

Harry Halverson and wife are going to leave for the Balmy South about the middle of January. They are going to Florida and several places in Louisiana to visit relatives.

We are all wondering and trying to figure out just why Florence is always watching the trains when they get in and sitting up at night until she is sure that all trains are in and gone. Wonder just what she is looking for and where they or him are from. How about it, Florence?

We were all very sorry to hear of the death of Herb Kreidler's mother (Herb is our reliable mail man). Mrs. Kreidler was in failing health for several years. We extend the deepest sympathy of all the employees and friends.

The roundhouse at Mitchell is getting to be an up-to-date place. They just received some new light fixtures for the office and they are

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

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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 _____

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the last word in style and will also help to light up the office in first class shape and keep the ghosts away.

Everybody is wondering how Earl Miner is getting along at Vivjan. No one has heard from him since he left. Maybe the girls in that part of the country are too much for him. He was quite a sheik when he was around Mitchell.

S. M. East
V. J. W.

THE Milwaukee Women's Club sponsored a Christmas tree and entertainment at the club rooms December 23. Forty-five youngsters and many grownups vouch for the success of the affair. A generous bag of candy and nuts awaited each one of the children.

Not to be outdone by the ladies, the shopmen promoted a tree December 23. With the aid of Santa (Romie Waters), 75 of the men gathered around the tree and presented Veteran Charley Klema with many remembrances. Mr. Klema is 74 years old and has been in the employ of the company for 53 years. When all of the gifts of tobacco, cigars, and pipes were collected it required a new wheelbarrow to assist Charley in getting his presents home.

Mr. and Mrs. Chas. Hans left December 26, for St. Petersburg, Florida. They made a short stop-over at Memphis, Tenn.

Word has been received that Lineman Chas. Probart underwent a major operation at the Lutheran Hospital in LaCrosse, January 6th, and is improving. Lineman John Courtney is relieving him at Austin.

We were very pleasantly surprised December 16th when paid a visit by Operator Lou Grau. Lou was first trick operator at Austin Yard for many years until a few months ago when his health failed.

John Skinnion, switchman at Austin Yard for many years, who has been in failing health, left December 26th to enter the Trainman's Home at Highland Park, Ill.

We quite unintentionally omitted an item of interest in last month's issue. Brakeman John Bliese of Austin and Miss Viola Hanson, of Albert Lea, set sail on the sea of matrimony December 2nd. We want to extend our congratulations and beg pardon for the belated report.

Ticket Agent John Shultz spent Christmas with relatives at Postville, Iowa.

Clifton Oschger, chief clerk, Store Department and Engineer John Ober left December 20th on a trip to California.

On December 23rd Mr. and Mrs. Paul Citurs entertained his fellow carmen and their wives at a six o'clock turkey dinner. Those attending were: Mr. and Mrs. H. R. Johnson, Mr. and Mrs. Ed. Murner, Mr. Martin Calson and Mr. Nels Peterson. The same group were entertained by Mr. and Mrs. Johnson on New Year's Eve.

Another item from the Car Department reports that Car Inspector A. B. Moore lost a pail of honey December 9th. We refrain from suggesting it was stolen as the item further states that it was later found and not far from where it was lost.

Our popular clerk, Roy Loesch, is back at Hollandale after three months as cashier at Madison. Included in the reception committee was a young lady who cast long, lingering glances at those new sideburns. She confided that it would be so much better if they grew the other way. We cannot blame him for coming back, as Hollandale has enjoyed the best year in its history and with the new project of drainage underway it is expected that Roy's famous twenty acres will again be rescued from the ducks and muskrats.

How about your boots' "whiskers"?



How long have your boots been in service? Just a short time? And you need new ones already?

Or can you count on them giving you long wear? Then they must be "U. S." Blue Ribbon Boots.

You will find this "U. S." Blue Ribbon Ebony Boot, pictured in actual service above, one of the toughest you've ever worn. What "whiskers" they'll have before they've finished their service!

And yet these boots are very light—wearing them all day won't tire you.

As for rubbers, "U. S." Patrols give longer wear than any other rubbers we know of. From men who "squirrel" many cars a day and from men who ride the cushions, we've had the highest praise for the wearing quality of these extra heavy rubbers.

"U. S." Patrols are lined. They have a reinforced vamp that is a further assurance of extra long wear. They have a very heavy white sole and bumper heel that laughs every time it's used for kick-off purposes.

Look for the blue bind at the top—it's the sign of genuine "U. S." Blue Ribbon Footwear.

MADE BY
United States Rubber Company
The World's Largest Producer of Rubber



"U.S." BLUE RIBBON heavy footwear



Operator H. R. White is relieving Operator Gifford at Ramsey. "Baldy," we hear, is already on his way to the sunny south.

Due to ill health Operator J. L. Ahern, first trick, Austin, has taken a leave of absence. Operator Lester Olson is relieving.

On Sunday, December 15, a group of twenty relatives gathered at the home of Section Foreman and Mrs. Edward Boyle to help them celebrate their thirty-ninth wedding anniversary.

Friends of Milo Best, formerly a boilermaker at Austin Shops, were grieved to hear of his death which occurred at Cumberland, Md., January 3rd.

Electrician J. Harris Igou and family returned January 6th from a pleasant two weeks spent in California.

Ticket Agent John Shultz and Machinist Dick Taylor were delegated as a committee to judge the Christmas decorations of the various homes entered in the contest at Austin.

Chief Clerk H. A. Wunderlich has been quite handicapped since his voice is changing after a recent illness. Clerks in the office noticed the changed atmosphere while H. A. W. was resting his vocal cords, but us unfortunates who receive the written word did not notice any change.

Agent J. E. Ober represented the Austin Kiwanis Club at the annual trustees' meeting held in the Nicollet Hotel, Minneapolis, January 10th.

Agent J. E. Lasley, Alpha, Minn., was taken sick December 26th. Geo. Larson is relieving him.

We were indeed sorry to hear of the death of S. M. Conductor W. J. Tyler, which occurred at Madison, S. D., January 3rd, after an illness of about a month. Mr. Tyler entered the service as a brakeman, September 30, 1901, and was promoted to conductor in January, 1907.

Dispatcher F. R. Bloom made a short visit with relatives at Fountain over New Year's.

Munson suggests that it will not be necessary to mention that his car is parked near the depot as it will be moved by the time this is in print.

Eleanor Moran, superintendent's office, spent Christmas with relatives at Lancaster, Wis.

Richard "Runt" Hogan, returned as roadmaster clerk, January 13. L. H. Severson returning to Jackson.

Agent J. E. Ober recently received a new 40-year button.

Machinist Denny Shehan spent the holidays with his sister at Cumberland, Md.

Engineer Al Beers was recently elected chairman of the Engineers' Committee on both the S. M. and I. & M. Divisions.

Traveling Engineer Roy Austin suspects a little dirty work was done the night of the Safety First meeting at Austin. Roy parked his car in the space usually occupied by the chief dispatcher and on returning for it after the meeting found it necessary to send for the hook. The cause of this terminal delay was not known, but no doubt will be classified as a man failure. Many of the great and near great looked her over and assigned causes of all the way from slipped eccentrics to air sticking.

Frank Falkingham, chief clerk, Mechanical Department, has had his car repainted and we hear the color is "Rouge." Our terminal "Fuller Fun" suggests that color was used so feminine faces would not be noticed through the windows.

Engineer Fred Higbee recently presented the division offices with a cartoon depicting Superintendent Van Dyke in hot pursuit of a freight train pulling out of Miloma. Fred showed a marked knowledge of detail as G. A. V. was

casting a last glance at the makings of a car of stock in the stock yards.

Section Foreman Ed. Boyle has been on the sick list for the last few weeks.

Engineer Oscar Ober and wife left January 6th for an extended visit in California.

Geo. Franklin, machinist at Western Avenue, wife and son, Pat, spent the holidays with his sister, Mrs. Bernice Sherman, of the master mechanic's office.

Among the Christmas gifts that were reported but not seen, is H. A. W.'s new suspenders. Herman is anxiously awaiting the time it will be warm enough to remove the vest.

To add to the vast jumble of figures necessary in the pursuit of his duties in the freight office, "Fairgrounds" Flanigan is compiling a new one. "Man miles per day." Cheer up, Flanny, maybe it won't snow this winter.

We thought we made a find when we discovered that Leo "Mud" Burdette of the freight house force was giving his friends a Christmas photo of himself and his lady, but after keeping an eye on Mr. Porter, "The Ice House Romeo," as he dashed madly about in search of a registered package just before Christmas we discovered why he changed his boarding place, keeps late hours and why the big smile as the young lady across the way hands out the coffee with the left hand. Some sparkler.

Fullerton Avenue Building A. M. D.

FRANK MURPHY of the auditor of over-charge claims office, furnished the boys with quite a scare a few weeks ago. Frank appeared one morning in a rather bloated condition, and his co-workers expressed their worry. Frank had the last laugh though, when he exhibited three vests, three pairs of socks and two suits of unmentionables, as cold defiers.



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
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Always glad to offer gift suggestions for usual or unusual occasions.

OMAHA PRINTING CO.
— LUGGAGE DEPARTMENT —

**Farnam at Thirteenth
OMAHA, NEBRASKA**

Now that the Christmas season is past, we find a great many people differ in their belief of the existence of a Santa Claus even though they have been showered with Christmas gifts of various kinds and values. Harriet Schroeder of the car accountant's office, however, is firmly convinced there is a Santa Claus and he is the nicest one imaginable, for he brought her a beautiful diamond ring. Let us know, Harriet, as soon as you can.

Florence Bies of the freight auditor's office, has returned to the office after being absent for three months because of a broken ankle.

Agnes and Catherine McCarthy of the auditor of expenditure's office, were the recipients of diamond solitaires. Yes, they are engaged. Heartiest congratulations.

The girls of the Real Estate Department seem to be slacking up on their bowling exhibitions. Maybe they will do a little better from now on.

W. E. Nichols of the Freight Claim Department has returned after recovering from an operation for appendicitis.

A. D. Gove, auditor, overcharge claims, recently took a week's vacation to relieve his nervous tension. Apollo returned chuck full of wim, wigor, vitality and whatnot. Mostly whatnot! He said he enjoyed his vacation immensely despite the cold weather. In fact, we all did.

The car accountant's office have watched diligently the "Embarrassing Moment" column of the Chicago Tribune, but so far "K" Bureau has not burst into print. Now, wouldn't you consider it worthy of the column, when eight girls endeavor to scramble into a taxi and then have the driver refuse to carry more than six? Why girls, how could you? You know the company has to protect itself as rules are rules, even in cab companies. So the eight sought solace in the surface lines.

Miss Frances Swift has been sick, but we hope that she will be better by the time this is put into print.

Another young lady favored with a diamond solitaire by Santa Claus was Carrie Hammer-miller of the ticket auditor's office. For intimate details see Carrie.

Carrie Curry of the auditor of expenditure's office, has returned to her desk after a long siege of illness.

Frank Green of the overcharge claims, has exhibited traces of a bit of Scotch. After the required number of years of faithful service, Frank was presented with his first annual pass. As the boss reached Frank's desk, Frank extended one hand to receive the pass, while the other hand was groping blindly for a Milwaukee timetable. Not going to lose any time, what?

It won't be long before the Real Estate Department moves into their new offices in the Union Station. We will miss the bunch at Fullerton Avenue. Maybe some of them will come to see us once in a while.

Now that W. Nehf and B. Reinert of the freight auditor's office, have joined the Women's Glee Club, the director states that he would be pleased to acquire some quality now that he has quantity.

Employees of the car accountant's office are of the opinion that the snow storm in January was very severe in Elgin. A masculine employee living in Elgin, braved the wintry weather, securely shod in galoshes after spats and overshoes had failed to baffle the drifts. At that, it was a good idea.

Ethel Haynes of the Freight Claim Department, is another young lady who believes in Santa Claus, as she also received a beautiful solitaire diamond ring.

The traveling time inspectors held their annual meeting in the auditor of expenditure's

office early in January. It was a pleasure to see the boys again, especially those from the west end who we see but once a year.

Eddie Suida, auditor of overcharge claims office, is opposed to the moving of the Overcharge Department to the fifth floor. Eddie states that he does not believe he will have the freedom up there that he has been accustomed to on the second floor. Wonder if the fact that Eddie's wife, in the car accountant's office, is on the same floor had anything to do with Ed's statement?

The little country boy of the Real Estate Department who resides in Downers Grove, came down during the days of the heavy snow with the cutest pair of galoshes. They just matched him to perfection. We are looking forward to another heavy snow storm so that he will wear them again.

Red Hot Coals from the Racine and South Western Division

Leonard, J.

THE passenger depot was very prettily decorated for the Christmas holiday. Wreaths were placed in each window and near the fireplace was a large spruce tree trimmed with several-colored lights, tinsel imitation snow and cobwebs. This work was done through the Beloit Chapter of the "Milwaukee" Women's club, and the two ladies elected to perform the work were: Mrs. L. J. Lightfield and Mrs. George Brinkman. Several very complimentary remarks were received at the ticket window. One party remarked she had never before seen such a beautifully trimmed tree. It sure lent an atmosphere of the Christmas spirit to the station, and the club is to be complimented for this work.

Mr. and Mrs. J. Cioni are the happy parents of a baby boy, Robert Lee—weight 9 pounds, born Sunday morning, December 22nd. Mother and baby are fine. "Ci" says he is "going to have some office help in the near future."

Quite a bit of snow around the division at this writing, nothing serious though—trains are keeping up an admirable performance.

Conductor W. McIntyre recently had a ride in one of Armour's refrigerator cars—understand the crew were worried as to your whereabouts, Willard. Next time you decide to do this instruct the men not to lock the door, and you can get out when you wish.

Ray Nevins, storekeeper at Beloit, was married on January 18th at the city of Dubuque. Will have to get the events in the next issue as this item goes to press too soon. Mr. Nevins and wife will reside in a home on White Avenue in our city of Beloit. Good luck, Ray—here's how.

The passenger depot at Beloit is in spick and span condition—Mr. Nelson, our chief carpenter, and his force have washed the walls and done some painting. Porter Gus has started to shine the floors and everything is O. K. now.

Mr. and Mrs. Chris Hoogland entertained friends at a New Year's Eve party at their home. Dancing, cards and eats were the events of the night. Everyone present reported a very enjoyable time.

At last we hear from the fair city of Rockford—friends—get out your glasses and read these immortal notes.

Notes contributed by none other than Assistant Agent Mr. F. W. Houston—and by the way he is not from Texas.

Rockford Office Resolves

Seeing that month after month and year after year has quietly slipped by without our Rockford organization sending in any news items; and seeing that there has not been a journalist among us to set forth the fluent



"Brains Work Best With a Pipe Between the Teeth"

We have said it before and we say it again. The soothing pipe and the quieting aroma of good tobacco let your brain do its best.

Good tobacco means "Edgeworth"—a happy blend you ought to try before you decide that you have found just the right smoke for your taste. Many pipe smokers have used Edgeworth for twenty years and more. Its quality never changes. If you like it today you can depend upon its being the same fine, mellow Edgeworth every time you buy it.



Made in two forms—"Ready-Rubbed" and "Plug Slice." Sold everywhere.

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.

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!

T4

language that slides so easily from the immortal pen; and knowing that we do not have a reporter riding the rails of our Racine and South Western Division who can dig deep enough to uncover the bits of scandal, the joys and sorrows, likes and dislikes of our loyal little crowd and sift the good from the bad and take the best that we have to offer and write it up in such an interesting and light-some manner that each one of our sixty-five thousand fellow employees will become better and better acquainted with each one of us at Rockford and know about the part we are playing on this grand railroad of ours:

Therefore, because these facts are true and this is the time of all times that everyone is discarding the bad and making a new start and new resolutions, we thus resolve that each month we will contribute something for publication in our Magazine and that we will continue to do our part to improve the service of our line and incidentally also increase our revenue.

EMPLOYEES OF ROCKFORD OFFICE.

Rockford Office Christmas Party

The employees of the Rockford freight office knew of no better way to usher in the holiday season than to have what is hoped to be the first of many social hours. So, at twelve noon on Thursday, December 19th, 15 sat down to a chicken dinner (who ever heard of a fifteen legged chicken, but as the repast was called a chicken dinner and each one of us had a leg, we presume there is such a freak).

The food consisted of fried chicken, French-fried potatoes, cabbage salad, rolls and coffee. There was also cherry, apple or cocoanut cream pie to tease the most delicate appetite.

It is well that Mr. Schrom had given each of us our allotted share instead of leaving it up to Mr. Johnson, our agent, who sat at the head of the table to do the serving for it is very doubtful if any of us would have received so much as a morsel. As it was those to whose lot it fell to be seated on each side of him, had to be very alert in order to even secure a sample of the tasty food.

After all had had their fill, Mr. Hill, our yardmaster, as Santa, distributed the gifts that

had previously been placed in a large stocking (which it is commonly known belonged to one of our girls). The gifts were of such a nature that the merry company was kept in a roar of laughter and no exceptions were taken to them.

Here's three cheers for our first party and the committee in charge and may there be many more such occasions.

I hear the ticket office at Freeport is kept warm when Mr. Marsh is at the telegraph key. The sparks fly in every direction. The fact is Mr. Marsh has to wear glasses to protect his eyes.

Mr. W. W. Sloan, real estate, salesman, lawyer, graduate of the Palmer school of writing, is now agent at Florence, Ill. We are now expecting to have him mayor, city assessor, etc. Hurrah! for "Bill."

All wishing to hear the situation regarding the chain store and the independent grocer, can have a real entertainment by tuning in on station KWKH—Shreveport, La. Listen for Mr. Henderson.

Milo Burkett and wife have gone to Tampa, Florida, to visit Mr. Burkett's father, a former engineer on the R. & S. W.

R. H. Arries and wife have left for a few months' vacation to be spent in Seattle, Portland, Corvallis, Prisco and Salt Lake City and Denver, returning via Omaha.

Had a card from Mr. Telfer, who is in the land of sunshine and he says, "Weather fine, put away your snow shovel and come down and get tanned, fishing, golfing or what have you."

L. H. Carter, politician for the Elkhorn employees, has spent a few days at the dispatcher's office in Beloit, doing relief work.

Victor Cox, former ticket clerk at Beloit, spent the afternoon recently with his parents. Mr. Cox is now at the Madison office and taking care of the university students, when they are in need of travel aid.

Conductor D. McCarty is leaving for a vacation to spend in California, on his way out he will stop at El Paso, Texas, and make the "Apache" trail trip—this will bring him through quite a bit of Indian country, and he will have plenty to tell us when he returns.

Notes from the Local Office, Tacoma

R. R. T.

A STARTLING discovery has been made at the local freight office which threatens to upset all the pet theories of the scientists who claim to know all about dinosaurs and pterodactyls and ichthyosaurs and megatheriums and chaps of that kind. These scientists would persuade us that these interesting animals lived quite a little while ago, long enough, in fact, to have acquired seniority enough to hold a steady job around these diggings, but in the light of the discovery to which reference has just been made it would seem that at least some of these creatures must have lived quite recently, within the last few years, to be exact. This momentous discovery, which confirms such fanciful tales as "The Lost World" and the like, is due to our one and only Orville R. Powels, the tallest claim clerk in captivity, who by reason of his acquaintance with Mr. Chapman, the famous explorer and paleontologist, claims to be something of an archaeologist himself. The rest of us had long noticed some curious depressions in the concrete floor of this office which was laid some years ago at great expense—expense which would have been still greater had it not been for a very judicious economy in the use of cement—but while we have often execrated these depressions when we have to walk around them, we have never attached any particular attention to them. It remained for our own Ray Powels to discover in them the indubitable footprint of a dinosaur; when once it has been pointed out it is unmistakable. How the dinosaur came to leave his footprint here in our office is more than we can explain; we have never heard of any such animal roaming around these parts, but his footprint seems to be conclusive evidence that one is loose around here somewhere, or at least was at the time the concrete floor was laid. All theories as to the disappearance of these amiable chaps must now be discarded and new ones formulated. Ray has already communicated the momentous discovery to Mr. Chapman and asked him to come here to see whether some dinosaurian eggs may not be found around here also.

This does not particularly concern the local office, but Walter Jennings, of the Store Department, is around here so often that we have almost come to consider him a member of the freight house force. We therefore take great pleasure in announcing the arrival of a handsome little baby boy in the Jennings family on Christmas eve and we offer our cordial congratulations to the happy parents. Walter has often vowed that he would let no child of his become a truck driver and it seems quite probable that he will have little trouble about keeping this particular youngster from so dreadful a fate, once the youngster becomes old enough to notice how his daddy wears himself to a shadow on that Milwaukee Store Department truck.

The Milwaukee Athletic Club is doing some fine work in the basketball line, though not winning so many games. Captain Jack Smith, our handsome perishable freight inspector, was recently disabled by a sprained ankle, having kept on playing when he should have been propped up in the old arm chair with the foot in a cast. It would be invidious to single out members of his valiant crew of hoopsters; they are all working hard and with a little more team-work they are going to show the other clubs where to head in. The M. A. C. has just put on a roller skating entertainment at the Winter Garden Roller Rink and from all accounts the fun was fast and hilarious. There were Milwaukee skaters of all kinds: men and women, fat and lean, long and short, handsome

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and others even more handsome; some who were experts and others who never had skates on before—that is, not this kind of skates. Among the latter we must again mention Jack Smith, because he made such progress in learning under the guidance of a charming lady that when he was turned loose to skate by himself he could not stop himself. He circled the rink, arms waving and legs moving every which way, wildly calling for assistance, while the rest of the skaters fled in terror at the approach of the uncontrollable human tornado. Finally the floor was cleared of all except himself, and then the management sent out a rescue expedition who at last overtook him and stopped his career of devastation. It was quite exciting while it lasted, we are informed. We hope to give more details of the activities of the M. A. C. when received from Dena Loewenstein, of the superintendent's office, the charming and highly efficient publicity agent for the club, who neglects no opportunity to proclaim the virtues of the M. A. C.

Joe Gordon, of our freight house force, was again disabled by illness recently and for some days his son Don worked in his place. Don recently won high praise for his finished acting as the hero of his class play at the Lincoln High School of this city.

I. & D. Items

M. G. B.

ALL were grieved to hear of the death of Mrs. C. B. Higgins, wife of dispatcher at Mason City, who passed away December 12th. She had been ill for about four weeks and death followed a stroke of paralysis.

Mrs. Higgins was born January 12, 1864, at Rockford, Ill. She was a graduate of the Morris, Ill., Normal and Scientific School. She was married to C. B. Higgins June 26, 1883.

In addition to her husband she is survived by three children: Miss Marie Higgins and Dr. B. C. Higgins, Pay M. Higgins.

Our sympathy is extended to the family of H. Miller, agent at Postville, who died January 4th. He was born May 22, 1880, and was employed by the Milwaukee November 15, 1901. He was appointed agent at Sanborn in 1913, the same year in which he was appointed agent at Postville, where he remained until his death. He is survived by his wife and one daughter. Mr. Miller was local chairman of the O. R. T. for this division. He belonged to the Masonic Lodge of the Eastern Star and the services at Postville were conducted by the Masonic Lodge. Interment was made at New Hampton.

John Turk, relief clerk at Mason City, moved his family from Emmetsburg to Mason City recently. John is going to represent the Milwaukee in the next boxing contest. We understand he is called the "Terrible Turk."

We congratulate F. H. Dickoff on his taste. He surely picked out a good-looking car. Didn't you hear he had a new Marmon straight eight?

We understand Grace Moran is recovering rapidly after spraining her ankle New Year's day.

Con Thoma has also been on the sick list, being laid up with blood poisoning. Heard today he is getting along nicely.

L. D. Crane looked over Mason City, found it O. K., so moved his family down here. Understand he is located near the other railroad officials.

We were sorry to hear that E. M. Stanton, yardmaster at Mitchell, has been ill, and hope he is recovering rapidly.

J. J. Corbett, agent at Rudd, has been off duty on account of sickness. He is being relieved by A. F. Weisbecker.

M. J. Ramsey has also been off duty on account of sickness. All hope for his speedy recovery. J. L. Burns is working as extra dispatcher and V. P. Sohn is working as operator in the dispatcher's office.

H. L. Wiltrout was in Mason City January 7th on business. Are we to understand that he is in the wrist watch business now? Suggest he get the ground-gripper kind.

The chief dispatcher's office at Mason City has been undergoing a lot of improvements lately under the supervision of J. L. Burns.

Bill Brown, engine hostler at Mason City, has returned to work after attending the Curtis Flying School at Chicago. Evidently he has come back to earth, it being too cold to fly.

Our sympathy is extended to the family of A. B. Hahn, veteran conductor who passed away December 27, 1929, at La Crosse, Wis. He was born July 11, 1865, and entered the service of the Milwaukee October 8, 1888. He was made conductor October 21, 1893.

Mae G. Quinn, comptometer operator in the superintendent's office, spent New Year's day at Britt with friends.

In case everyone hasn't heard about Eddie losing his hat while—er—driving around Forest Park, we will—no, perhaps we better not say anything about it. We can say this, though, Albin found it. What a coincidence!

Herman Quandahl returned to his home January 6th after undergoing an operation recently. We will be glad to see him back on the job again. Evidently you can't keep a good man down.

S. C. & D. Division Items

J. G. K.

MISS EMMA ANDERSON is coming down to the office more excited every day, and we have just found out the real reason. Edna is spending all of her spare time supervising the erection of her new home, and we know that when it is completed it will be the last word in modern architecture. We certainly hope, Edna, that after you are settled in your new home, you will have the gang up for dinner.

Miss Esther Burg is just getting back to normal again. Don't know the reason for all her excitement, but it seems that since Glenn returned to Sioux Falls, she has again become herself.

Conductor Avery Lowrie is again back on the east end. It seems that he was forced to go down there on account of slack business, and from all reports he does not like it very well.

Miss Helen Flynn arrived at the office January 2nd with a sore knee. Helen says she fell over a chair at home. We are sure sorry and hope that she recovers soon.

Nels Neihlen, perishable freight inspector, is spending considerable time in the superintendent's office. To date we cannot give the exact reason, but we have our suspicions.

Helen Flynn has again been seen in the company of a certain young man. Looks like "Doc" and all the others are out of the running.

Joe Caba got some jumping beans for Christmas and has been amusing the office force ever since.

Mr. Osthoff went home for Christmas and stayed four days. Much to the surprise of everyone he did not get married while at Dubuque.

At times Miss Flynn gets very angry at a certain clerk in the superintendent's office, but after she gets over it, she is as nice as she can be, and oh, it's so much fun making up.

Dorothy Challman is our new maintenance clerk and she sure is a good one, if you don't

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think so ask Esther Burg or Nels. Hey! Hey! What's this? The fifth item in this issue informs us that Nels is spending considerable time in the superintendent's office and now this item further informs us that he thinks Miss Challman is a good maintenance clerk. Putting the two items together might give us the impression that Miss Challman is the "Exact Reason."

Miss Mildred Ness arrived at the office just before Christmas, with a flock of cold-sores on her lips, which necessitated her calling off all important engagements during the holidays. We haven't as yet seen Duane. We are expecting an explanation from Mildred at an early date, and hope to be able to report favorably in the next issue of the Magazine.

Mr. and Mrs. F. T. Buechler spent New Year's Day visiting relatives and friends in Aberdeen, S. D.

Engineer John West has joined the Nite Hawks, he is now running the helper engine, Sioux Falls to Canton.

Engineer Walt Hauser returned to Sioux Falls at the right time. Nearly all employees were out of hand sick.

You will recall that in July, 1929, Car Foreman Ralph Leming purchased a new Hupmobile sedan. Ralph was well pleased with the performance of the car, remarking that it had a wonderful pick-up. We think so too, Ralph was married December 26, 1929. Congratulations.

Section Foreman Al Wilkins, Canton, has again deserted us for a few weeks. Al left just before New Year's for Ozark, Ala.

The Sioux Falls Freight Depot received a new floor and the platform was renewed at the Inbound House while the B. & B. crew was here this week. Come back again boys, we may have more work for you.

Milwaukee Team Tied with Power Electric.

The Milwaukee Road pin men, Sioux Falls, hold first place with the Power Electric Specialists in the American League at the Y. M. C. A. bowling alley. Standing as follows: The Milwaukee Road, won 14, lost 4, percentage, .778.

The first Safety First meeting of the year was held at Sioux Falls passenger station, January 13, with an attendance of about 80 employees. Several suggestions were offered at this meeting for discussion. Chief Dispatcher H. L. Hoskin acted as chairman and is to be commended for the way in which he put over his first Safety First meeting. Of course, the Women's Club served another of their delightful lunches.

Mr. E. F. Grisuis, division storekeeper, advises that the Store Department has passed the second consecutive year without an injury of any kind to an employee. What a railroad this would be if all departments could show records like this.

Trainmaster Doud informs us that the Sioux City Yard has gone through the year of 1929 without personal injury to employees.

Division Master Mechanic, Mr. Paul, advises us that his department passed through the month of December without an injury to an employee. This is the sixth consecutive month for the Mechanical Department.

The above safety records should be sufficient proof that accidents can be eliminated if we think before we act. The 52 per cent reduction in accidents made over the railroad in 1929 is certainly something to be proud of, but that should be but a beginning. We should be dissatisfied with our safety record until accidents are eliminated entirely. Let's strive for even a better record this year. Attend Safety First meetings regularly.

Coast Division

"Kirk"

CHRISTMAS and New Year's has come and went and everyone is all set for another year's work. There were a number of the gang who left town for the holidays. Mr. and Mrs. H. J. McMahon and daughter Bobbie, spent Christmas in Deer Lodge, where there is lots of snow and cold weather. Report a wonderful time. P. S. Dunn sat in on the chief clerk's job while Mac was gone. Said he wanted to see Mac have a full-time vacation but was certainly glad to see him back again. No foolin'.

Dick Wende and family spent the holidays in the East, going clear to New York before deciding to stop. Dick says, as he wipes his lips, "I was in Canada four times." Sure, he had a good time, always does, wherever he is.

Jack Desmond also went East to see how cold it was; found out and was glad to return to the Coast.

Florence Hall of the trainmaster's office, took the balance of her vacation during the holiday season, probably had a number of dollies or table runners to finish before the 25th.

Probably lots of others who went somewhere or did something but I didn't get the "low-down."

Mike O'Connor made special request for a little more publicity, don't know what for, unless it is to advertise that new merschaum pipe that Santa left in his stocking. Someone wanted to know yesterday if he got it to blow soap bubbles with. Did he like that didn't it? But just wait until he consumes a little more Mail Pouch in it, that will bring out the color.

Mr. Valentine, the city passenger agent, reports Switchman H. W. Keller, Tacoma Yard, as having given him at least half a dozen hot tips on people who were traveling, which resulted in good business for the Milwaukee. Vay says he wishes we had more Kellers on the division. We can't all be Kellers but we can keep our eyes and ears open and pass along a good tip now and then.

Bud Palmer, B. & B. foreman, who has been laid up in the hospital with pleurisy for some time, has been in the office several times in the last few days. Glad to see him around again.

The new trains, 7 and 8, between Tacoma and Spokane, have been doing a nice business since their inauguration. Makes it nice for all who wish to go to Seattle for a day, too. Can even go to Spokane now and see what the country looks like by daylight.

Everyone enjoyed the Christmas tree and the coming of Santa, who brought each a gift the afternoon of December 24th in the superintendent's office. Dena procured a tree and everyone had a present to buy for someone else (not over 25 cents to be expended). Sam Whittemore acted as Santa and the gifts he passed out was everybody's business. The most useful gift presented, I believe, was the little bottle of hair restorer which befell to the acting Santa. It will have to be mighty powerful, however, to do any good.



Wm. F. Coors, Electrical Instructor, Coast Division

Milwaukee Athletic Association has a dance planned for the evening of January 31st in the Masonic Roof Garden. Everyone will be there and the proceeds will help take the bowling teams to Seattle for an engagement with the Seattle alley hounds.

Mrs. Lester Ellis, wife of Les, formerly of the division engineer's office, Tacoma, and now with Mr. J. F. Pinson in Seattle, was a visitor in the office during December. Glad to see you, Florence, come back again.

Regret to report the death on January 12th of Mr. C. E. Brook, master mechanic at Bellingham. Mr. Brook was a veteran in the Milwaukee service and before going to Bellingham was master mechanic at Miles City and formerly was on Lines East. Mr. Brook was born December 17, 1870, and entered the service of the Milwaukee as fireman. Sympathy of the Coast Division is extended to Mrs. Brook and the members of his family.

News seems to be scarce, probably all so busy with the holidays we didn't have time for anything else. My news gatherers seem to have failed me or my ears are failing me—probably a little of each.

Dubuque Shops Jingles

"OOSIE"

SYMPATHY is extended to the family of Dubuque Division Locomotive Engineer Albert B. Koch, who was fatally injured in an automobile accident and passed away at Mercy Hospital in Dubuque on January 9th.

"Al" was a regular fellow,
(So say the boys on the road)
He always had a friendly smile
And shared the other fellow's load.

Local Storekeeper Unmacht is the happy daddy of another baby boy.

James Herbert, the sweet little darling,
Must wear pink instead of blue—
But if James has a voice like his daddy,
He'll be a boy through and through!
Our basketball team is all swelled up—
They won a game last week.
And now they're practicin' every night,
Fresh honors they do seek.
But we really have a wonderful team;
They're second place in the league,
And wouldn't be a bit surprised
To see them come out "beeg."
Their back-seat drivers help them lots
"Big Bill" stays home for each game,
And Jerry in a basketball suit?
Why that would be a shame!

As radio announcers we recommend—
Brothers Geo. and Leo, for they can send
Their voices to any part of the room;
Lunchtime's their favorite hour to boom.

Leaning over the balcony—

She watched Benny play a good game;
Isn't that romantic?
Juliet should be her name!

We have the month, but not the date—
Georgina, please don't make us wait
Any longer!

(I won't tell a soul, Georgie—is it really
going to be in June?)

What we want to know is—Why does the
new bridegroom carry his lunch? What say,
LeRoy—two blocks is quite a distance though,
isn't it?

Now our bowlers are simply doing great,
They finished their first half, you know
The Southwests and the KCON's
Tied for first place at the show.
The teams are now running neck and neck
Except the Arrows—they're lame,
And we feel our worthy brother George,
For that is much to blame.
The Narrow Gauges are lagging, too,
They're N. G.—so to say,
Poor little "Red" with his 98
Doesn't save the day!

George W., you're slipping awful,
As a reporter you take no prize—
Surely there must be some red hot news
Right before your eyes!

The big Safety First board close to the entrance of the machine shop at Dubuque (Shops) records two hundred and forty (240) days without a reportable accident.

We are very proud of this showing and are doing everything humanly possible to keep the record through the entire year 1930.

Unsafe practices, which were formerly indulged in, are now a thing of the past and the Safety First committee at Dubuque Shops, as well as all employees, are responsible for the good work that has been accomplished.

Keep your mind on what you're doing,
At your labor, watch and wait!
Do not grow impatient standing
At the crossing gate.

Safety is a watchword precious,
Say it over as a prayer,
And in time 'twill fill its mission,
Then no more we'll say "Beware!"

Tacoma Shop Notes

"Andy"

OUR main item for this month is the arrival of a bouncing baby boy to the home of Ethel and Walter Jennings—oh, what joy, the first arrival. Walter's chest expansion went up about 12 inches—he proudly pats himself on the extended chest and says, "he's a chip off the

old block." Like all the first arrivals, they will have to live up to a lot of expectations—why, right now Walter is planning on putting Junior in training for the heavyweight championship, but some of the rest of us old experienced heads know that for sometime papa will do most of the track work, and on the midnight shift, too. This of course is papa's plan, we have no doubt that mamma has some plans too, but we don't know just what they are. Well, anyway, we all join in offering our congratulations, and our fondest hopes are that the junior will grow up to be the man, the dreams of his ma and pa are now picturing him to be.

James Stevenson, our two-gun messenger, bought for himself a radio of the four-cylinder, superheated type. This set is so powerful, it is—well, it is almost as powerful as Jim—that may give you somewhat of an idea. Jim says he picks up laundry program from Hong Kong, China quite regular—so he is going to take up shorthand so he can understand and enjoy them. Quite often he gets tangled up with some Puget Sound fish company's network. The rotten program he got one night he found was due to having the set grounded on the garbage can.

The cold weather we have been having in Tacoma has given the people here a chance to enjoy the rare sport of ice skating. S. Haugen of the Store Department, got a skate on, yes, he got two skates on, and did some fantastic maneuvers on one of the nearby lakes. The skates and the ice did not suffer much, but Haugen aged considerably, in fact he was so stiff that he had to use his hands to lift his feet off and on the brake and clutch of his car.

H. L. Snyder has joined the aristocracy of motordom with the purchase of a new Dodge six-cylinder sedan, and it is quite a gondola—50 horsepower, and it must be a combination of saddle, draft and race horses, for it has grace, speed and power, and for a man with one leg he handles the car wonderfully; of course he has his patent clutch and brake combination which helps matters a lot.

Kansas City Division C. M. G.

LOLA DORNSIFE SMITH and her sister, Irene Dornsife, visited with relatives in Los Angeles and San Francisco, Calif. They reported having had a wonderful time. Lola remembered each of the young ladies in the office of the superintendent with a gift from Chinatown in Los Angeles, which was much appreciated.

Radford Dove, instrumentman in the local engineering department, has accepted a position as assistant engineer in Chicago, in the office of D. C. Fenstermaker. For two and one-half years Mr. Dove had been located on the K. C. Division and we certainly regret to have him leave us. However, we wish him much success in his new work and we hope that he and Mrs. Dove will occasionally find time to visit in Ottumwa. Mrs. Dove made her debut before the Ottumwa public early last spring, when she took the leading role in the play "Intimate Strangers," presented by the Ottumwa Community Theatre Guild. The audience was much appreciative of the unusual talent she displayed and her departure from our midst is greatly lamented by many, who have been anticipating her participation in the plays to be given during the coming season.

A. J. Anderson has succeeded Mr. Dove in the local office. Before coming to Ottumwa Mr. Anderson was employed in the same capacity in the office of Mr. Fenstermaker in Chicago. His family moved to Ottumwa about November 1. We hope they are going to like our city.

Boiler Inspector Henry Wandberg made his periodical visit over the division recently. Says he will not back down on what he said about the Kansas City Division girls.

In the month of December the Kansas City Division had an increase of 783 cars of oil handled out of Kansas City, compared with December, 1928.

Traveling Engineer E. J. Kervin, Kansas City, visited in the office of T. E. Howard on December 18. It was the first time some of us had the pleasure of meeting him.

In the raffling of the Christmas turkey, Jerry Long, of the Dispatcher's office, was the winner.

Understand "Bill from Salina" spent the holidays with friends in Ottumwa. Did you see that ring he brought to his "sweetie"?

Walter Riley, of the Police Department, Kansas City, was a visitor in the office of superintendent during December. He had been called to Ottumwa on account of the death of his sister, Mrs. Dickerson, whose funeral was held in Ottumwa on December 18.

A party, honoring the retiring president of the Ottumwa Milwaukee Women's Club, Mrs. W. C. Givens, was held in the club house on December 14. For three years Mrs. Givens held the office of president of the Ottumwa Chapter and has done much toward the good of the order. In appreciation of her efforts a gift was presented to her by the members of the local chapter.

EXTRA! On the evening of December 14 a real surprise-birthday party was given in celebration of Trainmaster W. C. Givens' birthday. We didn't see the cake with the candles on it so we can't state his age, anyway we know it is 30 plus. His friends presented him with numerous appropriate and useful gifts. The guests were given a real feast, the usual kind that Mrs. Givens is noted for serving. Oh, yes, H. R. H. was there, but he didn't eat anything, he never does.

Mr. and Mrs. G. C. Sheridan spent Christmas in Minneapolis with relatives and friends.

A. L. Love, student at Notre Dame University, returned to Ottumwa, Iowa, for the holidays and while in the city paid a visit to the superintendent's office.

Roberta Sidebottom, stenographer to Chief Clerk Sowders, was on a two weeks' vacation during December.

Signal Maintainer D. L. Carbaugh, Washington, recently suffered a heart attack and it was necessary for him to be brought to Ottumwa, accompanied by a nurse, for treatments. However, he recovered in a very short time and was able to drive the nurse to her home in Packwood.

Ottumwa Station J. W. Calvert

TO Mr. E. R. Hammond,
Chief Clerk, and the Craft:
The Yule-tide days are over,
And a New Year has begun;
The world is one year older
All our last year's work is done.
Let's make the New Year busy,
Everything is up to date;
Leaving nothing to our debit,
Starting out with a clean slate.
Let's be grateful to our Saviour,
For His blessings in the past;
He alone dispenses wisdom,
That endures until the last.
Let's be loyal to our railroad,
That has paid us long and well.
We can save from many angles,
As we work and as we sell.
Let's be honest with each other,
As we serve or as we lead.
Each can make his toil a pleasure,
If he'll listen, work and heed.

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The following firemen have taken their first year's examination for engineer: L. Harness, R. Hughes, A. Savage, E. Lewzader, W. Ogden, E. Brooks, J. Scott, L. George, Jas. Story and Chas. Gould.

Dispatcher R. O. Clapp was stepping high, wide and handsome, because of the arrival of a son, Robert, in the home of Mr. and Mrs. George O'Gar, Minneapolis. Mrs. O'Gar is the granddaughter of Mr. Clapp.

For some reason there seems to be no more boxes of candy or special delivery letters reaching a certain party in the office of the superintendent, also a noticeable decrease in the number of long distance calls to this same young lady?

Agent G. L. Gallaher and Mrs. Gallaher visited in Los Angeles and San Antonio for several months.

J. McEwen and wife of Farson, Iowa, are spending the winter months with their son in Seattle. H. A. Drake is relieving Mr. McEwen as agent.

Report has reached this office that W. Morrison, formerly a dispatcher in the office at Ottumwa Junction, now a resident of Independence, Calif., is not in very good health. Sorry to learn this and hope the next news we receive from him will be more encouraging.

Leonard Brown, employed on this division as an operator "way back when" paid the local dispatcher's office a visit during December.

Joe Miers, counterman, Store Department at West Yard, is starting a menagerie. The only trouble is when he gets the animals they are dead. One hundred and thirty-six mice have been caught in Joe's desk drawer. Must be there is something pleasing to the mice in Joe's desk, or else they like Joe. How about the one sitting up in the trap, Joe?

On Saturday, December 28, one of the oldest residents of Wapello County passed away: Mrs. Anna M. Parrish, 97 years of age, died in the St. Joseph's Hospital. For 23 years she had resided in Ottumwa. She was a member of the Milwaukee Women's Club. Her son, J. E. Parrish, who preceded her in death a year ago, was an employee of the Milwaukee Railroad. Funeral services were held from the Roscoe Mortuary at 3:30 P. M. on Monday, with the Rev. R. O. Garden, pastor of the Benton Street Presbyterian Church, in charge. Interment was made in the Ottumwa cemetery. The following were pallbearers: S. E. Yeoman, Jos. E. Palmer, Wm. L. Franklin, Clyde Dornsife, Homer Roth and Jno. Sowders.

Chas. H. Farley, who had been an employee of the Milwaukee Railroad for 45 years, died at his home at noon on Saturday, December 28.

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

For the past 25 years he had been a resident of Ottumwa and at his death was 64 years of age. Mr. Farley had been active in state Masonic circles and was a member of the Masonic Blue Lodge at Marion. Funeral services were conducted on Monday afternoon from the home of his daughter, Mrs. Geo. Joslin, 117 North McLean street. The Masonic services were held at the vault in the Ottumwa cemetery, where the body was placed pending interment later in the cemetery in Farley, Iowa. Walter Dingeman, Jno. Green, Dave Higbee, Jerry Collins, Albert Mann and Thomas Brown were the pallbearers.

Another well known Milwaukee Conductor Jno. W. Bolar, 53 years of age, died in the University Hospital in Iowa City on Monday morning, January 6. He had been a patient in the hospital but a few days. Mr. Bolar is survived by his wife and seven children. At 2 o'clock on Thursday afternoon, January 9, the funeral services were held from the Roscoe Mortuary. The services were conducted by the Rev. A. A. Heath, D. D., pastor of the Main Street Methodist Episcopal Church, and burial followed in the Ottumwa cemetery.

Dr. Chas. Huband, well-known local physician, died at his home at 5:25 P. M., Tuesday, January 7. He had been in ill health for many months previous to his death. He was surgeon for the Milwaukee Railroad until he became ill.

LaCrosse Division Items Eileen

FRANK L. FRENCH, agent at Westby, and veteran of the Spanish-American War, has, after thirty years, been recognized by the government for bravery and valiant service. He served in Porto Rico and later in the Philippine Islands. While in the Philippines he was an officer in a group of Americans who pursued Aguinaldo, commander-in-chief of the insurgents; in an effort to rescue Lieut. Gilmore and twenty-one men held by the insurgents, which after many hardships was accomplished. He has now received a silver star for this service and the Citation for Gallantry is as follows:

"Frank L. French, formerly Captain, Company H, 34th Infantry, United States Volunteers. For gallantry in action in the pursuit of superior forces of the enemy under the Insurgent General Tinio, in Northern Luzon, Philippine Islands, December 4, 1899, through a most dangerous and difficult country, through hardships and exposure, thereby assisting in the liberation of twenty-two American prisoners, December 18, 1899." We share with his fellow citizens great pride in Mr. French and are glad to know of the honor and recognition that has at last come to him.

Brakeman Cameron has decided that California winters are not what they used to be and is therefore back on the job on the La Crosse Division.

We regret to learn of the passing of Ollie Grover, veteran flagman at Tomah, who died on January 3rd.

Agent F. J. Bolting, Mrs. Bolting and daughter Mabel are spending a vacation in Los Angeles. Cliff McDermott, roadmaster's clerk, has returned to the office after a few days' vacation spent in Milwaukee.

Draft Iron Duke and Box Car Mahoney made a spectacular run on No. 66 a day or two ago, negotiating the distance, Tomah to Portage, in one hour and about thirty-two minutes. Duke says there is nothing to it, but Mahoney says, "What are you talking about? When did this happen?"

The flag pole near the Women's club house at Portage has been taken down after many years of service. In 1917 the railroad men

raised money by popular subscription for a flag and the railroad company furnished a pole which was erected by W. J. O'Brien and Gene Chapman, and it was here that many patriotic meetings were held. The present flag has been entrusted to Ducky McMahon for safe keeping and we are in hopes that a new steel pole will be erected soon.

Understand there has been a little friendly enmity between A. M. K. and Jim Watson since they became neighbors on Portage's Gold Coast. Appears the disputes arise over who shall carry out Jim's ashes and who shall shovel snow from A. M. K.'s walks.



There are many winter vacationers in our offices. Sam Hunter is enjoying two weeks away from his duties as first trick dispatcher at Ashland and in the northern part of the state. Willard Hayes is doing the extra dispatching and Ben Hovel is relieving as second trick operator.

John Pate and wife have gone to Hot Springs for a few weeks.

Blackie with his "mustachio mio" has caused no end of concern in the dispatcher's office. He even threatens to raise a "goatee-o," but we hope for the best.

Understand young Harold McMahon's Pontiac is doing double duty on the road to Madison, or maybe she has moved to Portage by this time. How about it, Harold?

The new F-6 passenger engines in the 6400 series are gradually arriving at Milwaukee Shops for final test, after which they will be installed on through passenger service between Chicago and Minneapolis. These engines were built by the Baldwin Locomotive Co and are of the Hudson type having 225-pound boiler pressure and 189,000 pounds weight on drivers. They are all of the most modern design and will be a great improvement.

Tush, tush! Don't let thy evil passions rise, but if in spite of yourself they do, just take a look at Erick's desk and see the symbol of purity, sent with kindest regards from Ralph to Erick—you got it, the white lily. Methinks the tiger lily would be more appropriate and I am sure that variety would feel more at home.

A man suffering from dementia praecox was escorted from LaCrosse to Portage by Hawkshaw, and the report we have on it is that on arrival at Portage both were slumbering peacefully, and when the officers met the train Hawkshaw had some difficulty establishing his identity.

Superintendent Frick and wife and daughter Dorothy have returned from Florida where they spent the holidays.

Electric Flashes from Deer Lodge and the West Rocky Mountain Division

Willie

THOMAS LANG, switchman, Deer Lodge Yard, is out again, following an operation for appendicitis.

Dispatcher J. T. Josephson and family have departed for Klamath Falls, Oregon, where Mr. J. has a position as dispatcher, while there is a lull in the business on the Milwaukee.

Tony Byrne spent the Christmas holidays visiting relatives in Ardon, Ia., and Chicago.

Brakeman J. W. Ashenfelter is spending the winter months with his son Charles and family in San Francisco.

Switch Foreman J. H. Lacy spent Christmas with his mother and sister in Seattle, Wash.

Mrs. W. W. Black is visiting in Los Angeles, California.

Conductor E. G. Slater has taken a passenger run on the west end between Seattle and Spokane.

J. W. Slatterer is now wearing the BRASS BUTTONS between Deer Lodge and Spokane.

Reports from Los Angeles, Calif., brings the sad news of the death of Mrs. Charles Hurst, wife of Charles Hurst, formerly conductor on the R. M. Division, now running a store in Los Angeles. Mrs. Hurst was well known in Deer Lodge, having lived here for a number of years. We do not have any of the details of the late illness of Mrs. Hurst.

Mrs. Chas. Horning spent the Christmas holidays with her parents and brother in Sultan, Wash.

Wally Jones, hostler, Deer Lodge round-house, has been on the outs with his family. No, nothing serious, only the son had the small-pox.

Operator Ray at Missoula, is back in the harness again after spending some months in the hospital.

Wonder what Mike Welsh is all smiles about? Oh YES. Didn't you hear? Well, it's a granddaughter. Mike will be going down to Los Angeles soon to see what kind of a hit he can make with the new lady.

The Rocky Mountain Division was shocked to hear of the death of Mrs. W. E. Douglass, wife of Engineer Douglass, in Lewistown on January 5, 1930. Mrs. Douglass was buried in Deer Lodge on January 8. Our deepest sympathy is extended to Engineer Douglass and daughter Dorothy.

Miss Leona Kelleher, stenographer for Mr. Carr, has returned from a visit to her home in Mobridge. Understand Leona also made a flying trip to Chicago. What's the attraction in Chi?

Hugh Evans, of the master mechanic's office, made a flying trip to Seattle and Portland the first of the month, but will not tell anybody what it is all about. Wonder if Ethel knows. Perhaps Puck McMahon had something he wanted. While he was gone understand Sheriff Boedecker was looking for him, but he got out of town first.

Miss Pearl Miller, who has been relieving in the Store Department for the past three months, has returned to her home in Spokane. We are sorry to lose Pearl, but hope she will come back again some day.

Sympathy is extended to Mrs. Earl Bensch, wife of Machinist Bensch, in the loss of her mother, Mrs. Dorothy Upper, who recently passed away in Los Angeles.

"Chuck" Laird, of the Store Department, spent the Christmas holidays in Minneapolis, but is back on the job again.

The following Milwaukee sons and daughters were home from college for the holidays: Alfons Dachs, Martha and Bill Flynn, Francis McCormick, Minnie and Sam Kirkes, John Coey, Jr., and Vern Mayo, all from Montana State College, at Bozeman. Evelyn McCormick from Clark College at Dubuque, Iowa. Kenneth Dennis and Donald Tavenner from University of Washington at Seattle. Maurice McCormick and Lewis Kirwan from Mount St. Charles College at Helena. Walter Pratt and Joe McDowell from Gonzaga University at Spokane. Betty Daniels, Mary Maxwell, Kathleen Dunn and Ted Rule from University of Montana at Missoula.

Miss Edith Sears, daughter of Master Mechanic Sears, has returned to the University of Chicago this semester.

Engineer and Mrs. Chas. F. Davis have returned from a short trip to Seattle and Spokane.

Roundhouse Foreman Brautigam is at last out of the hospital and enjoying a rest in southern California. We are glad Bill is back on his feet again and hope he will soon be back on the job.

Machinist Wm. Kanaar has returned from a vacation trip to Milwaukee, Muskegon, Mich. and Chicago. Bill reports having had a glorious time.

District Boiler Inspector Joe Ashback paid us a visit New Year's Eve. The sympathy of this division is extended to Mrs. Ashback in the loss of her sister, who was killed in an automobile accident Christmas Eve.

Fireman Schieber and family are just recovering from a siege of smallpox and mumps. Too bad, Carl, to spoil your holidays.

Engineer V. J. Roberts spent the holidays in the east, but evidently it did not agree with him, because he hasn't been able to work since he came home. Next time, Vi, be more careful.

Engineer Dex Stephenson is spending some time in Seattle, being as he had no work in Deer Lodge. Can you imagine Dex cut off the Deer Lodge board?

Congratulations are in order for Electrician Helper Robert Romine, who recently married Yvonne Millard. The young couple will make their home in Deer Lodge.

Mr. and Mrs. Roy Whaley have returned from a visit with relatives in Minneapolis.

John Rice, son of Conductor and Mrs. J. P. Rice, now county attorney at Salt Lake City, Utah, spent the Christmas holidays visiting his parents. Jack looks as if Salt Lake agrees with him.

Rosemary Sullivan, formerly of the Deer Lodge Store Department, but now of Tacoma, spent the holidays visiting her mother here.

Twin City Mechanical, Store and Car Departments

N. A. H.

"ACQUIRE the safety habit—it is one habit that will never hurt you."

Agency for tin-foil is no other than Traveling Engineer W. C. Blase, so please mail all tin-foil to Mr. Blase at Minneapolis, who manages to dispose of same to good advantage.

Mrs. Wandberg, wife of Mr. H. W. Wandberg, district boiler inspector, met with a serious accident right after the holidays. Mrs. Wandberg fell while down town and broke her arm close to the shoulder and was in the hospital for a few weeks. At this writing she is getting along as nicely as could be expected.

A Safety First Rally was held in the ballroom of the Nicollet Hotel, Minneapolis, Tuesday evening, December 17th, which was attended by the staff, also rank and file. Mr. M. J. Flanagan was a speaker along with others

and reported it a big success and well attended.

Mr. Peter Everote of Farmington made a trip to Milwaukee and reports a wonderful time.

Mrs. Frank Hemsey returned from Hot Springs, Arkansas, where she had gone for her health. The baths are wonderful down there and Mrs. Hemsey returned much improved.

While talking about baths, reminds me of the party who says, "I just love to take a bath as it makes me feel so good for weeks and weeks afterwards." And this does not refer to hot springs baths, either.

Minneapolis roundhouse was visited by a lone pheasant and it sure had a merry chase with a couple of the employees, but it was the better runner.

Mr. Lyle Sweeney, former engineman on the H. & D. Division, and on leave to be with the Standard Stoker Co., Inc., is a pleasant caller at South Minneapolis every once in a while and will be more so in time to come due to the new type of Hudson engines which are assigned to the River Division.

Among other callers recently are Messrs. Bjorkholm and Link of Milwaukee.

Machinist Bill Spafford of South Minneapolis Roundhouse went hunting for the mistletoe at the homes he visited but it mattered not to Bill whether the mistletoe was there or not; nor, did it matter even though the wife was there. He gained his aim. From all indications, it was very agreeable to all.

Mr. John Fleming, roundhouse foreman at Wabasha, was at Minneapolis to take in the Safety First Rally. Mr. Fleming is very active in the "SAFETY FIRST ISSUE" at all times.

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Hope St. Paul roundhouse will come across with some items in the future without having to go after them with hammer and tongs. I promise to have some St. Paul items for the Magazine next month.

Two Old-Timers

ON the R. & S. W. Division are two of the Old Guard who are still going strong. Section Foreman Louis Moser on the Allen's Grove section has been on that one section for thirty-one years. For the first time since he went to Allen's Grove, Mr. Moser has taken a leave of absence for the winter and gone a-traveling.

The other member of the Old Guard is John Coleman, foreman on the section of the Janesville Line leading out of Janesville toward Beloit. Mr. Coleman has been in the service and on that same section for fifty-one years. Superintendent Thurber says, "his service has been of the very highest character at all times."



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Wisconsin Valley Division Notes

Lillian

BORN to Mr. and Mrs. Steve Schultz, a baby boy, December 20th.

Born to Mr. and Mrs. Frank Bryan, Richard Thomas, December 15th.

Born to Mr. and Mrs. Clifford Flagel, Betty Rose, December 29th.

Mr. E. J. Rheinhold is at Memorial Hospital where he is receiving treatments.

Mr. John E. Dexter has recovered from his recent operation and is around and about, taking things easy, before returning to work. He says he never felt better in his life and his appearance certainly gives this proof.

Mr. and Mrs. J. Horn, and Threasa, and Mrs. Emelia Randow, left Monday for Florida. They expect to make their home in Hollywood on the Beach for the present, and will be away for some time as they expect to see and visit all the most interesting points and we hope they will all be greatly benefited in health, upon their return to Wausau.

Mr. Harold Nee and Clarissa Pederson were married at the home of Rev. E. C. Grauer, on December 21. Harold is well known among the railroad employees, having lived in Wausau for some time, and Mrs. Nee has a host of friends, having taught in the public school several years. They spent their honeymoon at Aberdeen, South Dakota, at the home of Mr. and Mrs. P. H. Nee, during the holidays and returned to Laurel, Miss., where they will make their future home.

Louis Jelen spent Christmas at the home of his parents at Independence, Minn.

Mrs. Jule Manhart visited at Sheboygan with relatives recently.

Mr. and Mrs. E. J. Klahn, of Ottumwa, Iowa, visited at the home of Mr. and Mrs. B. F. Hoehn for a couple of days during the holidays.

We had a very heavy run of mail and parcel post, during the holiday season and everyone who had anything to do with the operation of passengers and handling of the mail on the trains, as well as at the stations, did some mighty good work, so that we went through the season with only one train losing time on the Valley Division.

There is an increased interest in our safety record as we closed December with another 100 per cent month. No reportable injuries and we hope that we can make a 100 per cent record for twelve months in 1930.

Walter Billington attended the Safety First Class that was put on by the Chamber of Commerce at Wausau, which was represented by all of the various industries of Wausau, including Brokaw, Schofield and Rothschild. Mr. Billington received a certificate of membership. This is quite a creditable showing, as all of the meetings must be attended in order to be entitled to a membership certificate. This is the third year that the Chamber of Commerce has put on Safety First meetings which everyone feels is going to be quite a help in keeping the working conditions about industry tracks

in better shape and possibly avoid injury to yard and train service employees.

We understand that Santa Claus sent a large Christmas tree from Star Lake to the Lawson Chapter of the Milwaukee Railway Women's Club and also one to Portage. All letter addressed to "Santa" at Star Lake received prompt attention.

Agent B. L. Lynn, at Port Edwards, is off duty on account of illness. F. J. Love is filling the vacancy during his absence.

Joe Fries has been made chief clerk at Merrill while LaRue Frazier is relieving Mr. Fries as bill and rate clerk.

Paul Bernard, delivery clerk, is again forced to take a vacation on account of illness. He was off duty for some time and recovered sufficiently so as to be able to return to work, but after a two weeks' stay was again taken ill and is confined to his home. We hope that he will regain his health within a short time and be able to take up his duties permanently.

John A. Steel has been quite active in rendering assistance to the potato shippers, and we understand he is now working on additional milk and casein shipments, as a result of some new machinery that has just recently been installed by the creamery near Knowlton. John says he got this while his auto was in the shops and we are wondering what he can get when his car is in running order.

Ralph Minton, roadmaster on the I. & D. Division spent the holidays with his brother Roy at Minton.

There has been some disappointment on the Valley Division on account of not having any snow. We saw by this morning's paper that they were having snow in California, so that probably accounts for its absence in this part of the country. We have enjoyed more than three weeks of wonderful spring weather, while reports from California and Florida indicate the cold wave is causing discomfort there.

The summer tourist business has already begun to show up. We have received notice of a party of fifty girls for Camp Joy at Hazelhurst, leaving Chicago on July 2nd. This is new business and we are always anxious to see new ones coming in, as well as booking our regular summer tourist business each season.

Mr. and Mrs. Leo Fredricks and daughter Lilabelle, of Rothschild, visited with friends at Nekoosa during the holidays.

Mrs. Harry Norenberg, of Tomahawk, was called to Cashton, Wis., on account of the death of a relative.

Mr. and Mrs. Edward E. Boehm and daughter, Jacqueline, of Oroville, California, spent the holidays with Mr. Boehm's parents, Mr. and Mrs. George Boehm, at Merrill. Mr. Boehm completed his high school education at Merrill, later attending the University of Montana after which time he entered the U. S. Forestry at California, spending most of the summer months in the Sierra Mountains. This was his first trip to visit his parents in eight years, and he was very busy as well as happy renewing old acquaintances.

Mr. J. C. Frien, district passenger agent, was on the Valley Division, Thursday of this week.

Engineer Myron DeMoss has returned from a trip to California spent during the Christmas holidays. It must be a nice place to be, Myron, when there is only a foot of snow around here.

The new freight office building is just about completed and ready for occupancy. The structure is a two-story brick, erected in front of the present office and will have offices on the second floor with the warehouse for delivery of freight on the first floor, to connect with the present building. We now have the best looking freight office in the city.

The roundhouse has also been provided with a coach which has been dismantled and remodeled for use as a locker room for engineers. It should be placed closer to the yard office so Engineers Newman and Peterson would not have so far to walk.

Record Clerk W. Dunson has been off duty several days due to sickness.

G. Mulholland: Greetings from Engineer Phillips. He is glad to see your smiling face again after your long sojourn on the road.

Milwaukee R. R. Women's Club

(Continued from page 17)

Harlowton Chapter

A discussion was held on the Lydia T. Byram Scholarship Fund and the members decided to set aside ten dollars to start the fund in our chapter. After adjournment the usual social hours and delicious refreshments were enjoyed.

On January 6th Harlowton Chapter met and the newly elected officers assumed their duties. Although it was a very cold night, there was a very fair representation. The different reports were read and accepted. The president appointed her standing committees and plans for the ensuing year were talked over. The usual social hour was enjoyed.

Mobridge Chapter

Dora Anderson, Historian

OUR usual monthly meeting for December was held at our club room on December 16th. After a short business meeting the evening was spent filling twelve hundred stockings with candy and nuts for our community Christmas tree which was erected on Main Street.

We were very proud of our beautiful forty-foot tree with its gorgeous decorations and its hundreds of beautiful colored lights and we are grateful to Mrs. Gillick for aiding in the supervision of the trimming of the tree and other details. A short program was given at 4:30 p. m. with community singing and music furnished by the high school orchestra. Short talks were given by Rev. Bruins, Rev. Parrott and Fr. O'Connor. Then Santa Claus appeared and distributed the twelve hundred stockings among the happy children.

Aromas from the Cereal City

Ray

THE Milwaukee Athletic Club defeated the Rock Island Shop team in the Industrial Basketball League, January 8th to the tune of 23 to 15.

Milwaukee A. C., 23				Rock Island, 15			
	G	F	P		G	F	P
McGuire, f.	1	0	0	Skelly, f.	0	2	2
Brouard, f.	0	1	0	Shadow, f.	3	1	2
Bean, f.	2	0	1	Anderle, c.	1	1	0
Morey, c.	3	1	2	Dalzel, g.	1	0	3
T. Brouard, g.	0	1	3	Jenkinson, g.	0	0	0
Westphal, g.	0	0	0	Seabrook, g.	0	0	1
Green, g.	3	2	1	Bartosh, g.	0	1	3
Schmidt, g.	0	0	0				
	9	5	7		5	5	11

The members of our club worked hard to make this a happy Christmas for all of our needy families, also the shut-ins at the hospital and in the homes; sixteen baskets of food and fruit being distributed among them. Every Milwaukee patient at the hospital was remembered in some way, either with a plant, flowers or a basket of fruit attractively put up with holly and wrapped in pretty Christmas wrappings. The club also assisted the American Legion Auxiliary in fixing up a Christmas tree for a little out-of-town boy who was ill at the hospital, and although he was not a member of the Milwaukee family, his little heart was surely gladdened by that act of kindness.

Our new president, Mrs. Wm. P. Moran, called a special meeting on Tuesday evening, January 7th, for the new officers and the chairmen of the various committees. Plans were made for the coming year and much enthusiasm was shown. Under the able leadership of Mrs. Moran, I feel sure our club will make splendid progress this year.

Chairmen of the different committees are as follows: Ways and Means, Mrs. Harold Winship; Mutual Benefit, Mrs. Martin Walsh; Constitution and By-Laws, Mrs. Frank Schneider; Social, Mrs. Wm. James; Housing, Mrs. A. F. Manley; Program, Mrs. Ora Miller; Sunshine, Mrs. Jack Beaver; Auditing, Mrs. Paul Nylan; Membership, Mrs. H. M. Gillick and Mrs. Robert Scott.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

OUR regular meeting was held December 10, in the club house. Plans were made for the annual visit of Santa Claus. Mrs. W. D. Griffiths again donating all the popcorn balls, which was greatly appreciated. It was voted to furnish a room in the new Sioux Valley Hospital. Mrs. W. D. Griffiths, Mrs. J. R. Bankson and Mrs. Lucella Haas to select the furnishings. Mrs. Haas kindly offered to design and make curtains, drapes, etc.

The business meeting was followed by the election of officers for the ensuing year. The following were elected: Mrs. H. Kruck, president; Mrs. D. Murphy, first vice-president; Mrs. J. Russell, second vice-president; Mrs. W. D. Griffiths, secretary; Mrs. C. Wheeler, treasurer.

The club presented Mrs. Main, retiring president, with a gift in appreciation of her work the past year.

Santa Claus made his annual visit on Friday, December 20, arriving on "The Milwaukee Special," aglow with flaming red fuzees, with the bell ringing, whistle blowing and torpedoes cracking. About one hundred and twenty-five kiddies welcomed Santa as he hopped from the baggage car with his well-filled pack. All followed him to the passenger station, where a large tree had been beautifully trimmed for his reception. Each child was given a sack of goodies, then Santa wishing all A Merry Christmas sped on his way. The tree and party were in charge of Mrs. A. B. Main, Mrs. J. R. Bankson and Mrs. H. Kruck.

We wish all chapters a bright and prosperous new year and continued success through the year.

Aberdeen Chapter

Winifred Rubertus, Historian

OUR December meeting took place the 12th, with Mrs. Nee presiding.

Mrs. M. J. Skord was appointed to the Auditing Committee in lieu of Mrs. W. J. Whalen, who is now located at Portage, Wis.

A card party was planned for Monday, the 16th. We hope to have a good turnout to help replenish our treasury.

Election of officers took place and the following were voted upon and elected:

Mrs. Odgaard, president; Mrs. B. M. Smith, first vice-president; Mrs. Owen King, second vice-president; Mrs. Pat Cully, secretary; Mrs. Jerry Jackson, treasurer; Mrs. A. W. Lundquist, historian; Mrs. Zick, corresponding secretary.

At the close of the business session, an excellent lunch was served by the hostesses.

Austin Chapter

Mrs. Fred Valentine, Historian

THE December board meeting was held at the club rooms with a good attendance. Reports of all chairmen were read and plans discussed for the holidays.

The following week a picnic supper was enjoyed by a large number of members. A business meeting was held, after which a musical program was enjoyed. Cards concluded the evening.

Christmas baskets of cheer were sent into homes of our people in which there were children with invalid mothers, or out of which had been taken the father or mother during the past year. Christmas carols were sung at the homes of seven of our shut-in members, by a group of our Milwaukee children.

A Christmas tree in the club rooms for all the children was the annual feature. Santa Claus was there and participated in the singing and distributed the nuts and candies. Through the means of a special type of wheel chair, a little shut-in invalid was taken out to view the beautifully decorated streets and into some of the stores, a pleasure which had not been hers for ten years.

Austin Chapter is on the honor roll for increased membership and exceeds all chapters in the number of calls made in connection with Welfare and Sunshine work.

As a mark of esteem and appreciation for her untiring work in behalf of our club, our retiring president, Mrs. Thomas McFarland, was presented with twenty-five dollars in gold, to be used in purchasing a gift of her personal selection.

Wausau Chapter

Mrs. W. W. Essells, Historian

OUR president called a meeting of the Board on January 9, 1930, to discuss plans and acquaint chairmen with their respective duties.

The chairmen as appointed are as follows:

Constitution and By-Laws, Mrs. H. L. Vachreau; Mutual Benefit, Mrs. E. S. Reynolds; Sunshine, Mrs. Elmer Nienow; Scholarship, Mrs. M. M. Harrington; Ways and Means, Mrs. M. E. Millard; Membership, Mrs. W. W. Essells; Social, Mrs. J. E. Dexter; Program, Mrs. James O'Brien; Publicity, Mrs. M. E. Donovan; Auditing, Mrs. Harry Norenberg.

The chairman of membership committee reports that there has been a fair response to the 192 letters mailed to out-of-town members of the Milwaukee family. Two of the committee, Mrs. Felix Slomski and the chairman, visited the local departments to secure contributing members and with the able assistance of Master Mechanic F. P. Miller and Foreman A. Yates, are able to report 95 per cent enrollment in the Car, Store and Locomotive Department and 100 per cent in the Agent's and Office Department. It cost chief carpenter a pretty penny to get a look at the women Mr. Miller had in tow. Ask him about it.

We hope to be able to report a like response from the trainmen and enginemen. With such a noble response from the men, will the ladies do less?

Plans are being made for a get-together meeting in the near future.

FOR SALE—Minnesota pen-raised mink. Pair fox and wolf trailers. W. D. DAVIS, LeRoy, Minn.

Fullerton Avenue Chapter

Elsa M. Augustin, Historian

THE annual Christmas party and final meeting of 1929, was held in the club rooms on Saturday, December 14, at which luncheon was served to over 160 members, and it surely was a lovely party. The rooms were beautifully decorated and the spirit of Christmas was everywhere.

Our retiring President, Mrs. W. W. K. Sparrow, officiated and after the various reports were read the election of officers took place and the following having been duly nominated, were unanimously elected:

President, Mrs. Geo. Loderhose; First Vice-President, Mrs. Geo. Rector; Second Vice-President, Mrs. A. G. Holt; Recording Secretary, Miss Lila Magee; Assistant Secretary, Miss Edith Margnis; Corresponding Secretary, Miss Annabelle Clark; Treasurer, Miss Agnes Howard; Historian, Miss Marie Nixon.

To Mrs. Loderhose and her corps of officers go the best wishes of the entire chapter for a happy and most successful year.

We also had the extreme pleasure of welcoming all the officers of Fullerton Avenue, together with their assistants and chief clerks, to the club rooms on this date and entertaining them at luncheon.

On Monday evening, December 16, a Christmas dancing party was held and all reports were very favorable, both from a social as well as a financial standpoint.

Our Ways and Means Chairman, Miss Mary Lawler and her assistants, are to be most heartily congratulated on the wonderful work they have done this year.

The new year is upon us and Mrs. Sparrow and her officers bid you "Au Revoir" and "Good Luck" and hope that sometime in the future we can again serve you, for all have enjoyed being members of Fullerton Avenue Board.

Beloit Chapter

Mrs. George Brinkman, Historian

OUR regular business meeting was held Wednesday, January 8, 1930, at the Legion Hall. This was our first meeting this year, and club activities for the new year were planned. I think the club is going to see a better year. Everybody seems interested.

Our president, Mrs. N. P. Thurber, opened the meeting. Last year's reports were all read by the various chairmen. They were good reports, they have all been busy.

Compliments were plenty for the Christmas tree that was put in the depot last month, by the club. Mrs. L. J. Lightfield and Mrs. Geo. Brinkman decorated it.

Plans were completed for a dance, January 18, at the Legion Hall. Mrs. R. A. Woodworth, Mrs. Willard McIntyre, Mrs. Geo. Brinkman and Mrs. Wm. Zimmerman, were put on a committee to serve at this dance.

Plans were also completed for two dances, February 8 and March 1, at the Legion Hall.



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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.

STAMP COLLECTORS NOTICE! A set of Bavarian railroad stamps (14 var.) 10 cents, or a Crete Revolutionary Charity set (6 var.) 10 cents. Both sets contain unused stamps. If you order both sets you will receive two (2) Mexican stamps FREE. No approval sheets sent. Claude Yarmark, 1066 45th St., Milwaukee, Wisconsin.

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—Have limited number eggs and day-old chicks from pure Tancred Strain Single-comb White Leghorns sired by pedigreed cockerels, 248 to 309 egg record, official Iowa R. O. P. Eggs 15 for \$2.00; 100, \$8.00; chicks, 50, \$8.00; 100, \$15.00. Orders booked for 10 per cent deposit. L. V. Olson, R. F. D. 6, Austin, Minn.

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
Mobridge, South Dakota

Lot for Sale—Cedar Rapids, Iowa. On 22nd Ave., West, near 10th St. Lennox Addition, Lot No. 176. \$200.00. Carl E. Holmgren, 4027 Pleasant Ave., S., Minneapolis, Minn.

For Sale—Adams motor in good condition. For anyone having use for a motor car there is not a better car than the Adams. The price is a bargain. Will sell it for \$60. Write to R. L. Fuller, Telegrapher, Freeport, Ill.

For Sale or Trade—A lot, 40x120 feet, on Blinn Ave., an 80-ft. paved street, at Wilmington, Cal., a city of 16,000. Close to Long Beach. All assessments and taxes paid up to date. Write Jake Stockburger, 921 First Avenue, Perry, Iowa.

For Sale—Stahl's Silver Certificate Chinchilla rabbits. Good, healthy, strong stock. Prices right. For further information address F. N. Meyers, LeRoy, Minnesota.

For Sale—Stahl's Gold Certificate Chinchilla rabbits. Fully pedigreed. Young and matured stock on hand ready for prompt shipment. Outdoor raised. Nicely furred and guaranteed to please. Those desiring good foundation stock, write for prices. W. F. VanGilder, Box "C," Tomahawk, Wis.

For Sale—Girl's Wombat Coat. Size 16. In very good condition. M. G. Conklin, care of Superintendent's Office, Wausau, Wisconsin.

For Sale—Six-room house, 27 5th St., Sturtevant, Wis. Furnace, bath, gas and electricity; garage, good garden, fruit trees, berries, shrubbery, etc. Cheap. R. S. Bentley, 1333 South 11th St., Terre Haute, Indiana.

For Sale—One new "Holton" B Tenor Saxophone Fin. B with case; price \$100.00. One second hand as good as new "Holton" C Melody Saxophone Fin. B with case; price \$50.00.—Desire Maes, Ass't D. S. K., Store Dept., Green Bay Shops, Superior Division.

One of Nature's natural freaks—Rattling Rocks. Send 50 cents for one or a dollar bill brings three. W. O. Hampton, Murdo, South Dakota.

Wanted—Mink to ranch. Best of pens. Experienced caretaker. Write for details. D. C. Jorgenson, Chester, Iowa.

For Sale—Montana Red Cedar Lamps. All sizes. Hand turned and polished. With or without shades. Price on application. C. C. Field, 804 California Ave., Deer Lodge, Montana.

For Sale—Pedigreed Black Silver Fox Rabbits. Cheap. Write for prices. Walter Fischer, Mayville, Wisconsin.

For Sale—Eighty acres good level land in Wadena County, Minnesota. Close to two small towns. On good road and R. F. D. Over half in cultivation and grass. Easily made ready for plow. No swamp, no stone. Good dairy and poultry place. Close to good fishing, hunting and trapping. Make good fur farm. Will sell at remarkably low price, and make good terms. This is biggest bargain in country. Box 23, Britt, Iowa.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

The regular Board luncheon was held December 10, in the home of Mrs. Homer Snow, with Mrs. N. E. Capwell, Mrs. F. L. Paul, Mrs. L. E. Cline, Mrs. Geo. Wean, Mrs. Chas. Keana, assisting hostesses.

Seventeen members were present. After a short business meeting the afternoon hours were occupied in filling the bags for the Christmas tree.

Sunday afternoon, December 21, the annual Christmas party was held in the depot. A large tree was laden with gifts for the Milwaukee children. Santa Claus came on a switch engine and paid a surprising visit to the children.

A program arranged by Mrs. W. L. Eckert was very much enjoyed by all present.

The Board served lunch for the Safety First meeting December 10. One hundred and fifty-five were served.

At the regular meeting held in the Continental Hall, November 25, the annual election of officers took place.

President, Mrs. F. T. Bueckler; First Vice-President, Mrs. F. R. Doud; Second Vice-President, Mrs. L. H. Rabun; Recording Secretary, Mrs. M. R. Landon; Corresponding Secretary, Mrs. E. A. Murphy; Treasurer, Mrs. A. A. Brown; Historian, Mrs. Robert L. Robson. The regular meeting for December was held in

Continental Hall. A short business meeting was called to order by the president. The committee chairmen appointed for the year of 1930 are:

Constitution and By-Laws, Mrs. A. W. Gamel; Ways and Means, Mrs. Homer Snow; Mutual Benefit, Mrs. L. E. Cline; Membership, Mrs. H. M. Stuben; House and Purchasing, Mrs. E. J. Cussens; Social, Mrs. Dave Horrigan; Program, Mrs. Chas. Keana; Auditing, Mrs. Geo. Wean; Publicity, Mrs. N. E. Capwell; Sunshine, Mrs. T. G. Oexler; Telephone, Mrs. G. W. Dilgers; Safety First, Mrs. Urban LaBreck; Scholarship, Mrs. E. F. Palmer.

Sanborn Chapter

Mrs. J. C. Peterson, Historian

AT our regular meeting held November 15, 1929, the following officers were elected: President, Miss Evah Washburn; First Vice-President, Mrs. E. Miller; Second Vice-President, Mrs. J. McGuire; Secretary, Mrs. Frank Hurlbutt; Treasurer, Mrs. M. M. Burns; Historian, Mrs. J. C. Peterson.

After election of officers, plans were made for our Christmas festivities.

For the past five years Sanborn Chapter has sponsored a community Christmas tree which is always erected on Main Street and decorated with colored lights.

This year's festivities, which were held at the Citizen's Opera House, on Saturday afternoon, December 21, consisted of a program of instru-

mental music, readings and singing of Christmas Carols.

The stage was beautifully decorated with Christmas trees, colored lights and Japanese lanterns. At the back was a large, lighted fireplace.

After the program Santa Claus arrived and gave over 500 sacks of candy and balloons to the children.

When Santa had finished there were eight very nice gifts distributed among those of the older people who held lucky numbers.

The committee in charge then made up nice baskets which were sent to the sick and people of the town, all of which were most gratefully accepted.

Seattle Chapter

THE last regular meeting of the Seattle Chapter of the Milwaukee Railroad Women's Club, was held at the club rooms, November 21, with a good attendance. Lunch was served as usual, the business session following. After reports of the various committees were given, the following officers were elected to serve during 1930:

President, Mrs. E. H. Barrett; First Vice-President, Mrs. F. N. Hicks; Second Vice-President, Mrs. A. J. Hillman; Recording Secretary, Mrs. S. O. McGalliard; Treasurer, Mrs. M. G. Skacel.

The recording secretary will be elected at the January meeting.



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