

The
MILWAUKEE
MAGAZINE



MARCH, 1930



*Another New
and Original
LEE Idea*

Now ~ ~ ~ EMBLEMS

*For Men
with Pride
in their Roads*



Pride in their jobs, pride in their roads, pride in the fact that they are railroad men are fine national characteristics of your true American railroader. This same proud spirit backed by indomitable skill and courage has made our railroads supreme in the world today.

Appreciating this wonderful spirit and what it really means, Lee now introduces Lee railroad

"emblems" on Lee railroad Overalls, Union-alls and Jackets. You may now buy your favorite Lee with your railroad's emblem in full colors on bib or sleeve.

Just see your Lee dealer and show your railroad card. Your railroad is *your* railroad—wear with pride your emblem!

THE H. D. LEE MERCANTILE COMPANY
KANSAS CITY MINNEAPOLIS TRENTON SOUTH BEND
SALINA SAN FRANCISCO

YOUR RAILROAD'S EMBLEM
ON BIB OR SLEEVE

Lee
UNION-MADE

**OVERALLS
UNION-ALLS
JACKETS..**

*"Just
Like
Dad's"*



Announcement

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

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

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

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

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

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

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

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

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

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

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

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



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

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

.....Send me one Table Model C VITAL-ARC—\$40.00 list.
(Either model carries 33⅓% courtesy discount to Milwaukee employees, or \$30.00 and \$26.67, respectively.)

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

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

Name.....

Address.....

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

“Please make
Father change his
smoking tobacco”



MEN go to their graves ignorant of the suffering an over-strong pipe has caused others. But now, we trust, Father will lose no time in discovering Sir Walter Raleigh, whose mild, fragrant blend is as popular with the smoked-at, as it is delightful to the smoker. This blend of choice Burleys has plenty of body and a very special fragrance. Yet it's so mild you can smoke it all day long, with only the sensation of increasing enjoyment.

How to Take Care of Your Pipe

(Hint No. 1) Don't switch tobaccos when you break in a new pipe. Stick to the same brand for 30 or more pipefuls. Mixing tobaccos makes a pipe either strong or flat. Send for our free booklet, "How to Take Care of Your Pipe." Dept. 113, The Brown & Williamson Tobacco Corporation, Louisville, Ky.



SIR WALTER
RALEIGH

Smoking Tobacco
It's milder



CONTENTS

	Page
George Cohan and George Rector Ride the Pioneer.....	Front Cover
The City of Elgin, Illinois.....	O. B. Pratt..... 3
Railroad Water Problems and Their Solutions.....	C. H. Koyl..... 5
Way Back When.....	6
The Department of Agricultural Development and Colonization	R. W. R..... 7
New Car Repair Shop.....	8
New Cut-Off at Sioux City, Iowa.....	9
Congratulations	10
The Veterans	10
William Shea	10
Yale University Degree.....	10
The Best Record.....	10
Milwaukee Employees' Pension Association	10
Obituary	11
Accident Prevention	13
Safety Records	14
Fireman and Engineer for President Lincoln.....	16
Fire Prevention	16
Sports	17
The Milwaukee Railroad Women's Club.....	18
At Home	22
Help Wanted	24
On the Steel Trail.....	25

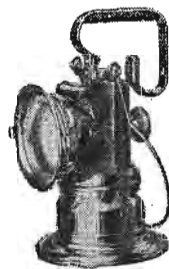


Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

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



"Carbide Lantern"
With or without
rear light

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE
TODAY FOR
FREE
BOOKLET
AND
SPECIAL
PRICE. USE
COUPON
BELOW.

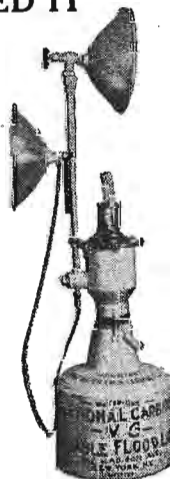
LIGHT

WHEN and WHERE YOU NEED IT

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

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide
V G Light

MAIL THIS COUPON TODAY

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

Gentlemen:

Please send me complete information about your lights shown above.

I am aon the
(Occupation)

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

Name

Address.....



THE MILWAUKEE MAGAZINE

Volume XVII

March, 1930

No. 12



The City of Elgin, Illinois

By O. B. Pratt, Secretary, Elgin Association of Commerce

IN these days of diversified travel, the citizens of our country, a large number of them, get to see many sections of our country.

When planning an itinerary which includes interesting cities, a traveler coming to the middle western section of the country will do well to include the beautiful city of Elgin as one of the places he cannot afford to miss.

When one arrives in Elgin, he finds a beautiful city of thirty-seven thousand people, located just thirty-seven miles from the heart of America's second greatest metropolis; a city of beautiful homes, fine streets, lovely parks, stately churches, a city of charm and beauty, filled with true happiness, beckoning the home seeker not alone as a place to live, but as a "place for ideal living."

History

When we delve into history, we find Elgin was founded nearly a hundred years ago, when a courageous band of western settlers came upon a spot in the winding Fox River Valley whose natural beauty impressed them as a site for a home settlement which could grow into a thriving, progressive city.

Ten decades have passed since the pioneers organized their little hamlet and named it after a Scotch hymn bearing the title "Elgin." The village has grown to a thriving city, its homes and its industries reflecting the progress of a century.

Elgin's city government is the commission form of government, presided over by a mayor and four commissioners. Inefficiency, graft, corruption and the usual vicissitudes of government are unknown.

Schools

The educational facilities found in Elgin are seldom equaled in cities of similar population. A fully equipped high school, modern in every respect, rated Class A by educational organizations and eleven grade school buildings comprise the public educational facilities in the city. In addition to which another unit of two buildings is to be built soon to house the junior high school students. In addition to these public institutions, Elgin has three parochial schools, and a well equipped business college offering courses in day and evening instruction; Elgin Academy, one of the oldest institutions of learning in the state of Illinois, heavily endowed, and a school of such high rating that its students are accepted at Annapolis and West Point without further scholastic examination. Also a home and farm school for boys is just outside of the city limits, and a fraternal school for children is located three miles north of the city.

Churches

The churches having a membership of over half the population in the city are among the most beautiful religious edifices in the country. Their membership comprises men and women of all creeds and denominations who are impelled by their faith to devote much time and energy to the expounding of their religion.

Parks

Beautiful parks covering many acres of rolling wooded ground and wide expanses of lawn are found right in the heart of the city. The largest, Wing Park, has a nine-hole golf course, tennis courts, hockey courses, baseball fields and a horseshoe court, and covers over one hundred and twenty acres of ground. Another contains a museum and zoological garden and two small lakes which afford excellent winter sport activities. A bandstand for public musical concerts, a park having hundreds of natural springs and filled with small streams and wooded terrain, all of these are found in this fair city. Several country clubs having eighteen-hole golf courses and other recreational facilities are available. Theatres, swimming pools, a large public library, canoeing, boating, fishing, hunting, all of these are recreational activities which the people are constantly enjoying.

Famous Dairy Center

Elgin has won fame throughout the world as the dairy center of the world. For many years the price of butter was set here, and became the basic price

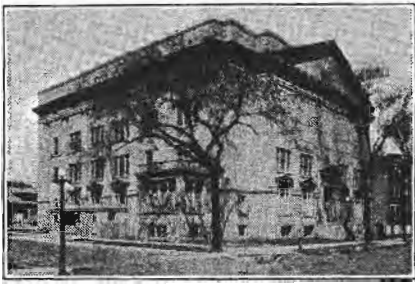
for all transactions in butter throughout the country. The Elgin butter market is still known in trading centers, and Elgin is still one of the leading dairy centers of the country. It was here that the Borden Milk Company, one of the largest in the United States at the present time, had its inception. It was here that Gail Borden first found the secret of condensing milk, and a large Borden factory, in addition to several other large dairy industries are located in Elgin today. Much of the milk and other dairy products supplying the great city of Chicago has its origin in and near Elgin.

Home of Father Time

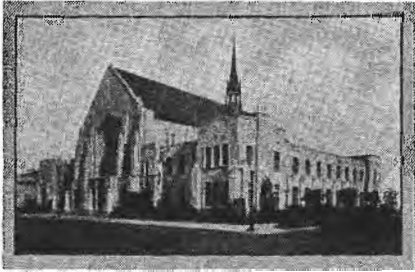
Probably few people ever hear the name of Elgin without immediately connecting it with the famous Elgin watch. The Elgin National Watch Company is the largest manufacturer of jewelled watches in the world. They make from thirty-five hundred to five thousand watches a day, watches that are the finest workmanship in the world, watches that have gone a long way toward giving Elgin the name of being the source of that hallmark of quality which has come to distinguish so many manufactured products coming from our city, and which has been largely responsible for our slogan, "Elgin, known the world over." More than fifty per cent of all jewelled watches manufactured are made by the Elgin Company. A trip through their vast plant is an education in itself, and some four to five thousand people from out-of-town visit the plant every year, and are taken through its many departments.



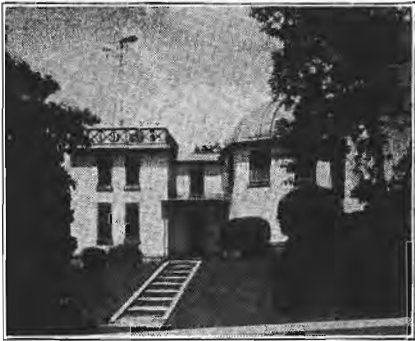
Airplane View of Elgin's Business Section



Masonic Temple



First M. E. Church



Observatory, Elgin National Watch Company



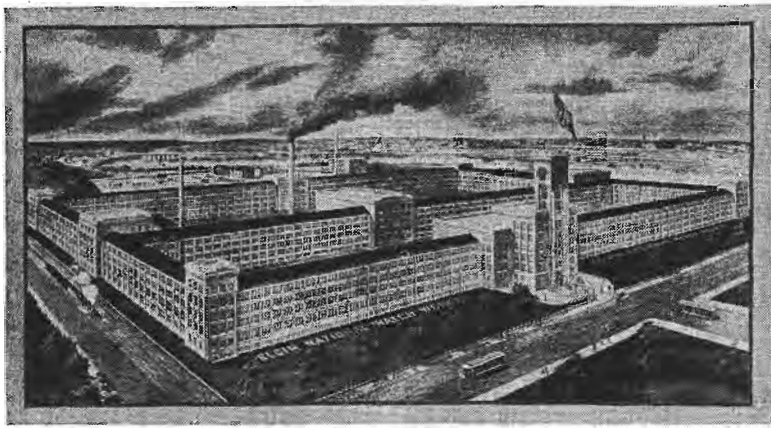
Elgin High School



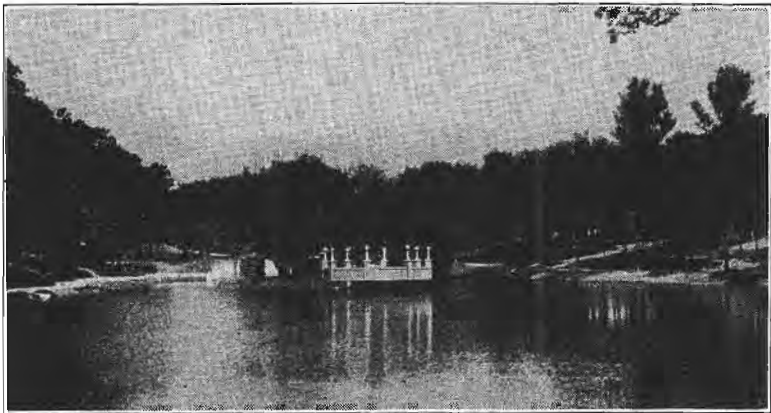
D. C. Cook Publishing Company

Other Industries

The next largest industry in the city is one which is closely affiliated with the watch industry; the Illinois Watch Case Company. This company has a large plant employing about fifteen hundred people, and make watch cases, vanity cases, cigar lighters and various other novelties. They are one of the largest concerns of their kind in the country. Collingbourne Mills, the largest independent thread manufacturer in the country has its home in Elgin, the D. C. Cook Publishing Company, publishers of church



Elgin National Watch Company



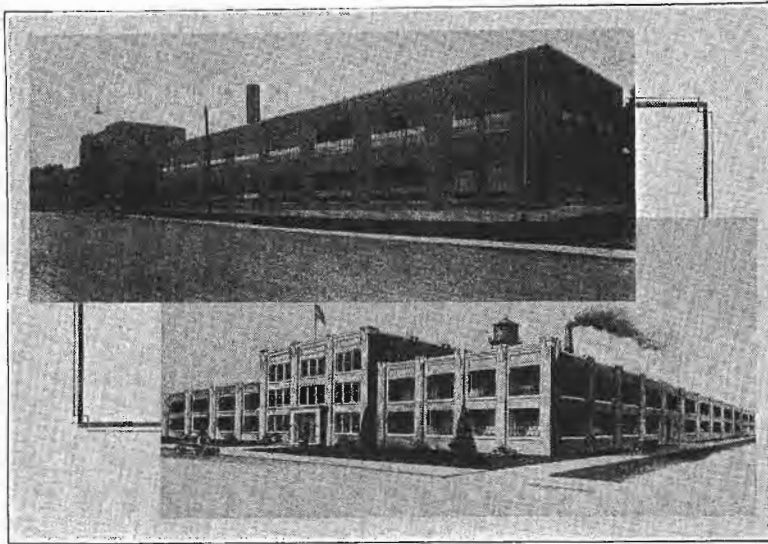
Band Stand and Lagoon, Lord's Park



Home National Bank Building

and Sunday school literature, Elgin Butter Tub Company, Elgin Street Sweeper Company, Elgin Stove and Oven Company, all help to make the name of Elgin

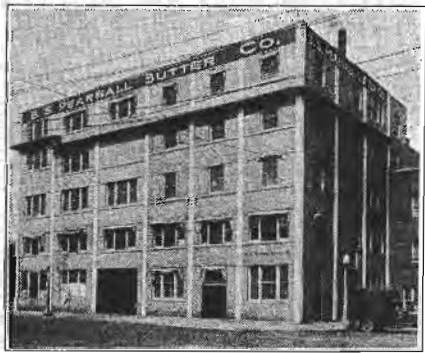
known and recognized the world over as the city from which quality products come, the city where industries prosper and where its citizens are proud to live.



Inset: Van Sicklen Corporation Plant. Below: Elgin Stove Works.

Shopping Center

Elgin is known throughout a wide trading area as a city of modern up-to-date shops and stores. Department stores that rival in appearance, choice of articles and in price of commodities those of the big city close by offer to the public a service which has made them grow into outstanding stores in the state. All lines of retail trade are represented by stores which are outstanding not only in size



Pearsall Butter Company Plant

and appearance, but in quality and service to their patrons.

Industrial District

Because of its strategic location, industries are constantly seeking Elgin as a

place to make a permanent location. To take care of this increasing demand, the Association of Commerce is developing an Industrial District, situated at the junction of three railroads, which offers to industry a location on ground unequaled in its advantages for transportation, labor supply, power, gas, and other requirements necessary to the development of modern industry; and inquiries from industries seeking new locations are always welcomed, as experience has shown that Elgin has advantages that for many years have contributed to the well known success of the many industries located here.

A City of Promise

We might go on indefinitely telling of the beauties and advantages of our city; of its prosperity, shown in the fact that it is third in the United States in per capita ownership of automobiles; of its growth, shown by the fact that it has increased in population over thirty-three and one-third per cent in the last ten years; and of its many beauty attractions, its desirability as a city to live in, shown by the fact that eighty-six per cent of its homes are owned by its occupants. Time, however, and limited space prohibit, and we can only add that a visit to our gates will open to you a city of opportunity, of charm and beauty, a city in which people have really learned the art of joyful living.

Railroad Water Problems and Their Solutions

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

Boiler Pitting

The problems of scale and leaking having been solved, we attacked next the subject of boiler pitting and under-water corrosion in general, but in this matter I think that future generations will say that railroad chemists were very slow. As far back as 1903 the fundamental reactions of under-water corrosion were worked out and announced by the research chemists of the Massachusetts Institute of Technology. By 1910 these statements had been examined and substantiated by many able chemists, but the information did not seem to reach the railroads.

To be as brief as possible, the statement was that the purest iron will dissolve to a small extent in the purest water, that the atoms of iron which leave a flue in the process of making a pit all dissolve in the surrounding water and each atom carries with it its electric charge; that no electrically charged atom (ion) can enter water in solution without expelling from solution at some other point, an electrically charged atom of weaker solution tendency; that the only substance in solution in ordinary water which has a lower solution tendency than iron is hydrogen, and that therefore iron can dissolve in water only when it can

force out a corresponding number of electrically charged hydrogen atoms, or ions.

This at once gives us the key to the prevention of pitting. It is easy to see that if iron cannot dissolve in water unless it can expel hydrogen ions, all we have to do is to prevent the escape of hydrogen ions and so prevent the pitting.

It is also easy to see that if we can rid the water of hydrogen ions by some inexpensive method, that is the simplest means of preventing corrosion, because if there are no hydrogen ions in the water there is nothing for the iron to push out, and the iron cannot dissolve. Now it happens that the presence of caustic soda in water prevents to that extent the presence of hydrogen ions, and the amount of caustic soda necessary is easily within the limits that can be carried in boiler water that is soft. It seldom exceeds fifteen grains per gallon as the water goes to the boiler, and seldom exceeds eighty grains per gallon as the water becomes concentrated by continued evaporation. On the Great Northern Railway this is the method used and it has almost annihilated pitting on that road. Of course it costs something to add fifteen grains per gallon of caustic soda to boiler water but it is cheaper than to repair the ravages of pitting.

When the hydrogen ions, or electrified hydrogen atoms, are pushed out of solution they gather in the form of a film on the iron surface which is not pitting, each hydrogen ion having given up its electric charge to the iron merely by touching it, and if there is any method of preventing the hydrogen ions giving up their electric charge they will remain ions and cannot be pushed out of solution in the water. On the Chicago & Alton Railroad, the chemical engineer has devised a very ingenious method of doing this. He coats the inside of the boiler with metallic arsenic whose electric properties are such that hydrogen ions cannot give up their electric charge to it, and therefore they remain in the water as ions, and the iron cannot dissolve because it cannot push them out. This method has been in use on the Chicago & Alton for four years and is now being extended to other roads. This method also costs perhaps one hundred dollars per locomotive per year, but that is cheaper than pitting.

The third method was devised and proved by myself and I consider it the best because it costs nothing and actually saves money in locomotive operation. You will remember how the hydrogen ions, expelled from the water by the dissolving iron, gather on the other parts of the boiler interior, give up their electric charge to the iron (becoming thus mere molecular hydrogen), and cling to the iron because they are too small to float away, thus gradually but quickly forming a gaseous film over the cathodic iron surface, which protects it from the approach of the hydrogen ions which are being pushed toward it from the anodic surfaces where pitting is going on. It is easy to see that such a film, one of the natural products of the first pitting, will prevent further pitting by preventing the further escape of hydrogen ions. But this protection does not last because the oxygen which is dissolved in all waters which have been exposed to the air, combines chemically with the hydrogen and destroys the film. But also the extraction of this dissolved oxygen before the feed-

water reaches the boiler is all that is necessary to the permanence of the protecting film of hydrogen, and to the prevention of pitting. All we did was to attach to the outside of the locomotive boiler an "open" feedwater heater so constructed that the cold water from the engine tank is pumped into one side of the cast iron box in a fine spray to meet the exhaust steam from the cylinders (which ordinarily goes to waste in the atmosphere), become heated thereby to a temperature of about 220 degrees and therefore give up its dissolved air to the half-inch vent pipe which rises from the top of the box.

Some of you will remember that in a stationary boiler and its connections it is necessary that the dissolved oxygen in the feedwater be reduced to .05 cubic centimeter per liter to prevent corrosion. But conditions in a locomotive boiler are different because of the surging of the water and the tumultuous boiling, which is ten times as rapid as in a stationary boiler, and it was estimated and proved in a four years' test on the Sioux City Division of the Chicago, Milwaukee, St. Paul & Pacific Railroad that an average reduction of oxygen to one c.c. per liter is sufficient.

This Sioux City Division has been our worst pitting district, for with natural waters the life of a set of flues used to average less than one year; with treated waters the average life was two years, but the engine with the open feedwater heater had not a pit at the end of four years.

The reason why I say this is the best method of preventing pitting is that by utilizing the exhaust steam to heat the feedwater we save about ten per cent of the coal and water. A locomotive of average size uses about \$20,000 in coal per year, and therefore while we are preventing pitting by this method we are also saving \$2,000 in coal per engine per year.

Foaming

Foaming in a locomotive is principally an operating difficulty, that is, it weakens the power of the engine but it seldom injures the boiler. For many years we have wondered whether the matter suspended in the water in the boiler or the sodium salts dissolved in the water is the primary cause of foaming, because we know that both are factors. But at last we have concluded that it is the matter in suspension, and if you have not studied the subject you will be surprised when I explain that it is because dirty water is stronger than clean water.

You know that if you sprinkle water on a clean floor the water spreads almost uniformly over the floor. This is because the cohesion of the water particles among themselves, which is sufficient to keep the water in the form of round drops when it is falling through the air, is not sufficient to keep the water in drops against the cohesion between the water and the floor. But if the floor is covered with dust you notice that the water remains as round drops coated with the dust, this because the skin surrounding the drop is made up partly of water and partly of dust and this skin is strong enough to hold the inclosed water against the attraction of the floor.

One of our railroad water engineers tells how, in 1918, he was testing the size of soap bubbles which he could blow

from an inverted pipe bowl, and he discovered that dirty water made larger bubbles than clean water, because the thin skin of water surrounding the inclosed air was stronger if the water was dirty, and he announced in the A. R. E. A. Report of 1919: "Foaming is due primarily to the presence of suspended matter in the water. The suspended matter gives a mechanical strength or tenacity to the liquid in the thin films encasing the steam bubbles, which, rising to the surface, retain their films and collect to produce foam." And about this time a witty and facetious man labeled these large and dirty bubbles "armored froth," but they are generally called "stabilized films."

Now consider the water in a working boiler. Bubbles of steam are being continuously formed and given off from the heating surfaces. These bubbles of steam are rising steadily to the surface of the water and if the water is clean and reasonably pure, the bubble-skins break easily and the steam escapes to the upper part of the boiler almost dry.

But if there is dirt in the water, such as finely divided scale or sludge from a softening plant, then the particles of dirt are mixed with the water to its very surface and some of them are in the thin film of water which surrounds each bubble of steam, so that the bubbles accumulate on the water surface and get so high in the boiler that when they do break some of the water goes over with the steam.

And a still worse effect is that by clogging the surface of the water the bubbles appear to prevent the speedy issue of other bubbles, so that the water is gradually filled with bubbles and the surfaces rises, leading the engineman to believe that he has a boiler of solid water when he has only a boiler of froth.

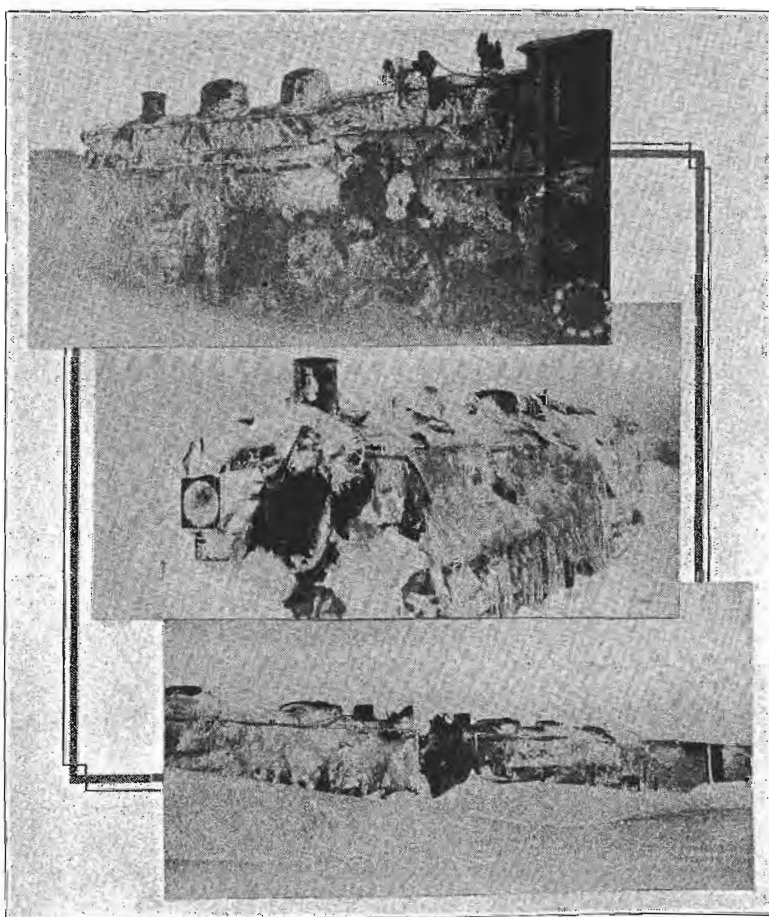
Prevention of Foaming

Lastly, why does this foam disappear when a little castor oil is admitted to the boiler? If you allow a few small drops of castor oil to rise through a glass of dirty water you will find that the little drops of oil have stolen from the water much more than their share of dirt, and this greater affinity of dirt for oil than for water explains why a little castor oil on the surface of the water steals away the dirt from the steam bubbles and allows them to break promptly and to release practically dry steam.

These, then, are the principal problems attendant on locomotive boiler waters, and these are the solutions to date.

WAY BACK WHEN—

The pictures below recall the great snow storm of March 15, 1920. The top picture shows one of the dozen engines snowed in at Lemmon, S. D. Center: The "Lead Engine" on No. 17 stalled at Lemmon. Below: A view of two freight engines stalled at Lemmon. Photos are by C. M. Olson, operator at Lemmon.



The Department of Agricultural Development and Colonization

Representatives Now On Inspection Trip and Traveling Conference Over Our Western Lines

R. W. R.

ON March 1st, the Agricultural Development and Colonization Agents left Chicago with Mr. R. W. Reynolds, Commissioner, for a thirty-one day trip over the main and branch lines of The Milwaukee Road westerly from the Missouri River to the Pacific Coast. The object of this trip is to enable the representatives of this newly organized department to learn the resources, opportunities and needs of localities in Milwaukee territory and how this department can best be of service. It will also afford opportunities for meeting representative men who are actively interested in different phases of Northwestern development and settlement, and permit the personnel of the department to confer regarding the many matters and problems affecting such localities and thereby seek to determine the best practical methods of aiding in their solution. Stops will be made at Rapid City, Aberdeen, Mobridge, New England, Lemmon, Hettinger and Bowman in the Dakotas and at Baker, Miles City, Lewistown, Roy, Winnett, Great Falls, Three Forks, Bozeman and Missoula in Montana; at Spokane, Neppel, Marcellus, White Bluffs, Ellensburg and Seattle in the state of Washington. From Mobridge the party will inspect localities tributary to our Faith and Isabel lines by automobile. Likewise, our territory in Montana tributary to our branch lines running to Roy, Winnett and Winifred from Lewistown and to Choteau and Agawam from Great Falls will be covered by car. From Spokane, the party will make side trips by train or by automobile to Metaline Falls, Coeur d'Alene and the wheat growing territory south from that city; the Moses Lake and Marcellus localities and the Priest Rapids Valley will be toured by car; at Seattle, a stop of three days will permit inspection by the most practical and desirable methods of the areas we serve in the Sound territory.

The Agricultural Development Department seeks to further the best interests of the agricultural and livestock industries in localities served by The Milwaukee Road to the end that the individuals and communities may have added prosperity with consequent increased tonnage and earnings for our railroad company.

The Agricultural Development Agents seek to project and carry out and secure the adoption of proven farm profit programs in their territories whereby best methods of land utilization and marketing and management will be definitely determined, thus insuring more profitable production and furnishing to new settlers a proven guide for their success.

In carrying out this work, the Agricultural Development Agents will be "co-operators" and will seek to develop teamwork as between County Agents, the Extension Service, farmers, commercial and civic organizations, etc., to the end that best solutions for local and regional agricultural problems may be obtained.

Each Agricultural Development Agent will survey the different localities in his territory with the idea of learning their paramount needs; determining which matters should properly have first attention; and the methods by which this department can be helpful.

Every Development Agent will seek to very closely co-operate with and give assistance to Local Agents and other representatives of The Milwaukee Road in their territories; will seek to learn any methods by which our freight tonnage and passenger revenues may be increased; will learn the needs and demands of people in our territory for the Service of our company; will familiarize themselves with the transportation laws and be prepared to answer questions relating thereto; will at all times give to other departments of the railroad, information which may be of value and result in increasing traffic revenue.

Livestock Development

The Livestock Development Agent will co-operate closely with the Agricultural Development Agents and when proper for the development of land utilization and farm management programs in any localities, he will particularly seek to further the introduction of better sires and foundation herds of cattle and flocks of sheep in territory tributary to The Milwaukee Road.

The Livestock Development Agent will give attention to livestock freight service, the movement of feeder livestock, improvement of facilities for movements of livestock to primary markets and in general, seek to serve livestock shippers and feeders and keep in contact with them.

Colonization Development

The Colonization Department seeks to further the location of new settlers in localities tributary to The Milwaukee Road. It endeavors to so advise and direct that such new settlers obtain lands best suited to the form of agriculture they desire to follow, at a reasonable and fair price and on terms of payment suited to their purchasing ability. It seeks to protect new settlers against misrepresentation or the distribution of unfair statements regarding agricultural climatic and market conditions.

This department will advertise the merits, resources and proven production of different localities in newspapers, magazines, other periodicals, circulars and folders.

During the past four months, advertisements have been carried in a large number of daily and weekly newspapers, farm magazines and other periodicals truthfully telling of the opportunities now offered in the Western Dakotas and in Montana for new settlers. Large numbers of inquiries have been and are being received and indicate a real return of interest in the farm and ranch lands of the Northwest.

No employee in either the Agricultural Development or Colonization Department has any interest in the ownership of lands offered for sale to prospective settlers secured through the efforts of our Colonization Department and Agents, or any interest in any profits or commissions on sales made to such new settlers.

All railways serving undeveloped territory in the Northwest are endeavoring to arrive at the best methods by which development and land settlement work can be accomplished. The failures of the past have taught us that the advertising of a territory and the direction of new enterprises to locations therein without a careful study of such localities and the honest, intelligent direction of the individual in the selection of his location far too often leads to disappointment, discouragement and abandonment of what, with proper direction, might have become a productive and a prosperous enterprise. Those who have had years of experience in this work are altogether too familiar with the monuments to deserted hopes which stand throughout much of our newer country as testimony of misdirected, even though conscientious, effort on the part of the early endeavors for development and land settlement.

Many localities tributary to The Milwaukee Road offer real opportunities for successful land settlement founded upon the prosperity of the individual settler and it is the policy of this department to actively and energetically further the colonization and settlement of such areas with resultant increases in agricultural and livestock production and the bringing of new lands into a state of cultivation, keeping in mind always the proper land utilization and farm management methods necessary in each locality for successful profitable operation.

The Department Personnel

The department is in charge of Mr. R. W. Reynolds, who for the past twenty-five years has been very active in development and colonization work in territory tributary to The Milwaukee Road. He assumed his duties as Commissioner on August 1st, last.

Mr. E. E. Brewer, Assistant Commissioner, entered the service of The Milwaukee Road in 1896, since when he has been continuously employed in the furtherance of immigration work for the company.

Evan W. Hall is Agricultural Development Agent with headquarters at Aberdeen, having in charge territory tributary to The Milwaukee Road in the Dakotas. Mr. Hall is a graduate of the North Dakota Agricultural College, served as Livestock Specialist for the U. S. Indian Service, was Assistant Superintendent of North Dakota Demonstration Farms, served as County Agent at Williston, North Dakota, and Spearfish, South Dakota, and has been an employee of The Milwaukee Road since 1926.

Mr. Dan B. Noble is Agricultural Development Agent, having charge of our Montana territory and making his headquarters at Lewistown. Mr. Noble took his degree at the Montana State College, spent two summers in forestry, grazing and timber work, served as Agricultural Instructor in the Hamilton, Montana, high school, has been County Agent for Roosevelt and Fergus Counties in Montana, and became Agricultural Development Agent for our railroad on December 1st, last.

Current News of the Railroad

Mr. J. K. Ford is Livestock Development Agent with headquarters at Miles City, Montana. Mr. Ford graduated from the Oregon Agricultural College, had extensive farming and ranching experience, worked in the stockyards and packing houses at Seattle, has been an independent livestock buyer, for three years was Livestock Extension Specialist at the State College of Washington and entered the employ of this department on January 1st.

Mr. W. R. Hauser is Agricultural Development Agent with headquarters in the Union Station, Chicago, and serves our Milwaukee territory in the Middle West. Mr. Hauser is a graduate of the Iowa State College at Ames, for four years was Farm Manager for the Harden Farms at Eldora, Iowa, served as County Agent for Lincoln County, South Dakota, has been Livestock Specialist and Assistant State Club Leader with the Extension Service at Brookings, South Dakota, until January 1st, last, when he entered the employ of The Milwaukee Road.

Mr. C. C. McCormick is Agricultural Development Agent serving our territory in Idaho and Washington, with headquarters in the Stuart Building in Seattle. He was educated in Pennsylvania at Penn State; graduated and obtained his degree at the Montana State College of Agriculture; has served as County Agent at St. Maries, Idaho, and had other Extension Service experience. He entered the employ of The Milwaukee Road on January 1st, last.

Mr. A. D. Atkins, Colonization Agent, with headquarters at Rapid City, South Dakota, first entered the employ of The Milwaukee Road in 1909, since which time he has almost continuously sought to further land settlement to Milwaukee territory in the Northwest.

Mr. John G. Wegner, Colonization Agent, with headquarters at Sioux City, Iowa, was first employed in 1910, and though there have been a few breaks in his term of service, he has very successfully aided in the colonization of our Northwestern territory.

Mr. Martin Himler, Colonization Agent, whose headquarters are at Columbus, Ohio, is a recent employee of the department and is particularly seeking to further the colonization of western South Dakota by Hungarians who were farmers in their home land, have been misplaced in industry and desire to secure farm homes.

Mr. Ed O'Connor, Special Agent for the department, makes his headquarters at Sacred Heart, Minnesota. Mr. O'Connor has served our railroad actively and effectively for many years. He aided materially in the settlement of the Dakotas and particularly in locating farmers from Holland. Mr. O'Connor is at this time endeavoring to locate Hollanders on our lines who are now seeking to remove from their present unsatisfactory locations.

All members of the department feel that they are privileged in being permitted to participate in this constructive work of furthering the development and prosperity of our territory and the success of The Milwaukee Road.

They hope to merit the large measure of assistance which they seek and hope for from every one of The Milwaukee Family.

Page Eight



The Two Pictures Above Show the Great Throng at the Rally in Celebration of the Opening of the New Freight Car Repair Shop

New Car Repair Shop

ON Saturday, January 25th, the Car Department at Milwaukee Shops held open house with dedicatory ceremonial in honor of the completion of the magnificent new freight car repair shop which has just been added to the Shops equipment at Milwaukee.

The event was made occasion for a real get-together of the Shops personnel, with their families, and in spite of the stinging cold of some near-Arctic weather, more than 6,000 people attended the celebration, which, in the invitations that were broad-

cast, was termed a Safety First and Co-operative Rally.

The program opened at 2:00 P. M., when the young women comprising the band of Milwaukee Road Post No. 18, American Legion, stepped out on the cement and led the throng to the center of the building where seats and a raised platform were placed. The girls were pretty, their uniforms were stunning, and their music was up-to-the-minute.

Superintendent of Car Department K. F. Nystrom was Master of Ceremonies, and the speakers were: Mayor D. W.

Hoan of Milwaukee; President Scandrett; Vice-President Gillick; M. J. Flanigan, manager of the Safety Department; Mr. W. H. Jones, director of Safety of the Canadian National Railways, guest speaker; Mrs. Fannie Carey, president of the Milwaukee Chapter of the Milwaukee Railroad Women's Club; Mr. J. J. Hennessey, assistant superintendent of the Car Department and veteran car builder; Mr. J. A. Deppe, assistant superintendent of Car Department; and Mr. J. A. Anderson, assistant superintendent of Motive Power. Mr. R. W. Anderson, superintendent of Motive Power was prevented from attending by illness.

Greeting the audience, Mr. Nystrom voiced his pleasure at the completion of the great building which had been a dream of the Car Department for many years. In introducing the mayor of Milwaukee, Mr. Nystrom said the city of Milwaukee had much occasion to realize that this railroad was "on the map," for it was the city's greatest advertising agency in the 80,000 cars that carry the name "Milwaukee" to all parts of the country where there are railroads. That The Milwaukee Road was in line of progress was fully evidenced by creating safe and good conditions for its men, this building being a symbol of it. He then introduced Mayor Hoan.

The mayor expressed his pleasure at being a participant in the great celebration. He spoke in complimentary terms at the evidences of co-operation between the employes and officials of this railroad. He spoke especially and with much commendation of the attitude of The Milwaukee toward its older employes and of the great number of the older men retained in service. He said men look forward with dread at being one day on the shelf, the objects perhaps of charity—but The Milwaukee Railroad makes every effort to keep its older men at work and he took particular pleasure in commending that policy. He spoke of the Safety work, of the progress in accident prevention and of the backing the company was receiving in that prevention work. He concluded in admiring terms of the splendid building which the company had provided for a place in which men should work.

President Scandrett followed, acknowledging Mayor Hoan's commendations returning his compliments by saying that the mayor had always treated The Milwaukee Railroad with great fairness and was at all times considerate. He expressed his pleasure at being present at this greatest meeting in the history of the railroad in the biggest building on the railroad, if not the largest of its kind in the country. Mr. Scandrett went on to speak of the Safety work on the railroad, which he characterized as one of the most important on the system, one in which all are equally interested. He paid a high compliment to the splendid work of Mr. Flanigan and his aides during the past year, but said Mr. Flanigan was not yet satisfied. He hoped Mr. Flanigan would not be satisfied with anything short of a one hundred per cent record.

Referring again to this building and other improvements in contemplation, he said there were many places all over the railroad where improvements can be made and they will be made "because we are getting the support not only of those within our organization, but of the people we serve."

Vice-President Gillick spoke of his pleasure at the final completion of the new building, in which he had taken great interest since its inception. He dwelt quite considerably on the success of the co-operative plan in effect in handling the business of the Mechanical Department and complimented both supervisors and operatives on the very satisfactory economies which had been inaugurated through this means, and the installation in many instances of more modern facilities. He said he was proud of their record and proud to have been associated with them in this work.

Mr. Flanigan spoke on the Safety work and said how glad he was the men would have a comfortable and safe building to work in, and he dedicated the structure to Safety, with his blessing. He then introduced Mr. Jones of the Canadian National Railways, who was the guest speaker. Mr. Jones gave a rousing talk on accident prevention. He was witty and wise at the same moment and what he said was most cordially received. He said there were three angles in organized Safety movements: 1st, elimination of unsafe conditions; 2nd, elimination of unsafe practices and 3rd, elimination of the unsafe man, and he spoke at length on all three, finishing with saying that with the elimination of the unsafe man railroading was the safest calling in the world.

Mrs. Fannie Carey, president of Milwaukee Chapter of the Milwaukee Railroad Women's Club, told the audience of the great relief and welfare work the club was accomplishing, and also told how much more could be done if all the employes and their families who were eligible to membership, would enroll. A dollar per year did not mean much to the individual giving the money, but it meant a very great deal in the aggregate when applied to the aid of those of The Milwaukee family who were in need. Mrs. Carey invited all present who were not already members to "join up," assur-

ing them their support would be much appreciated.

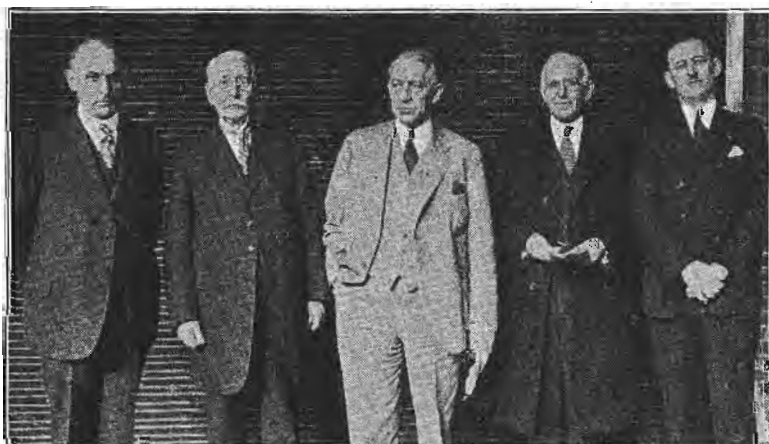
Mr. J. J. Hennessey, veteran master car builder, made a little talk to his co-workers and said he was glad to have lived to see the completion of such a magnificent building for the men to work in.

Assistant superintendent of Car Department, Mr. J. A. Deppe, added his compliments and then extended the thanks of all concerned to the contractors and those engaged in the construction work, for their magnificent co-operation which had allowed the completion of the building ahead of contract time. He then introduced the heads of the various contracting firms who stood and received the applause of the gathering.

Then followed an interesting ceremony consisting of the presentation of the keys of the building by Mr. Nystrom to Messrs. Hemsey, Reickard and Thomas Kelly, who made appropriate acknowledgments.

Mr. Nystrom concluded the program with a few words and then invited the company to remain and have coffee, sandwiches, ice cream and cake, saying he thought there would be enough for all, but the crowd was so much larger than had been expected that the refreshments ran out before all could be served, an exigency which could not have been foreseen. The Women's Club and the young women employed in the Car Department office assisted in serving.

Now a word about the great building itself, which is a model of its kind in every particular. Its construction was started in July of last year and operations within its walls began on the morning of January 27th, this year. Including equipment, the building represents an outlay of one million dollars, exclusive of the ground it occupies. It is 1,000 feet long and 192 feet wide, with a capacity of 24 repaired cars daily. This work was formerly all done out-of-doors, and the erection of a building for the housing and protection of the operatives is an impressive forward step.



Left to right—K. F. Nystrom, J. J. Hennessey, H. A. Scandrett, J. T. Gillick, J. A. Deppe.

New Cutoff, Sioux City, Ia.

ALTHOUGH relocation of the main tracks west of the depot at Sioux City had been given consideration for many years, it was not until the summer of 1927 that actual instrumental surveys were completed and the location of the new line designed and planned, and on June 12, 1929, authority was granted to begin construction. This improvement is now nearing completion.

The temporary double track connection has been made with the old main line about 2.7 miles west of the depot. It is planned that in the early spring the double track will be extended westward utilizing as a part of the new eastbound main the present Brughier Bridge passing track, which has been partially reconstructed to main track condition.

(Continued on page 12)

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

Address Communications in regard to Editorial
Matters to:

CARPENTER KENDALL, Editor
Libertyville, Illinois

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

Single Copies, 10 Cents Each
Outside Circulation, \$1 per Year

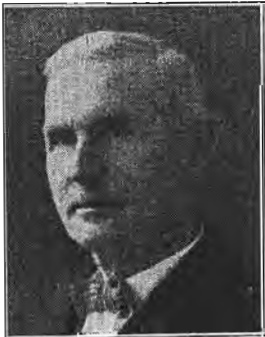
U. S. Postage on This Magazine Is
Three Cents

Henry Alexander Scandrett, Junior

PRESIDENT and Mrs. H. A. Scandrett are receiving congratulations upon the birth to them of a son on February 6, 1930, and The Milwaukee Family has much pleasure in offering its felicitations to its leader and his wife upon the happy event.

The Veterans

AT a meeting of the executive committee of the Veteran Employees' Association held in Chicago, February 18, Minneapolis was chosen for the 1930 meeting, and the date, about the middle of September. Mr. W. D. Carrick was again chosen general chairman of arrangements, which is sufficient guarantee of a successful and joyous occasion. Definite details and date will be announced in sufficient time to give all an opportunity to make their plans to attend.



WILLIAM SHEA

William Shea, Assistant Engineer, Maintenance of Way

THE many friends of William Shea, for many years a foremost figure of the Road Department of The Milwaukee, are congratulating him upon his well merited advancement to the position of Assistant Engineer, Maintenance of Way.

Mr. Shea has served through all the steps upward in the Road Department. From 1884 to 1887 he was section foreman at Cedar Rapids, going thence to the Kansas City Division as Construction Extra Gang Foreman, while that division

was under construction. July 1, 1890, he was appointed roadmaster of the Iowa Division, with headquarters at Marion, Iowa; and on January 1, 1891, was transferred to the Kansas City Division in the same capacity. In 1909 Mr. Shea received the appointment of district general roadmaster, Kansas City Division, which position he held until 1918, when he became general roadmaster of the Milwaukee System. With his advancement to assistant engineer, maintenance of way, the position of general roadmaster is abolished.

Mr. Shea numbers his friends all over the system by all who have ever worked with him and knowing his sterling character and worth; while his abilities in his line of work rank as high as his personal qualities. The Magazine joins with all his friends in extending good wishes.

The Best Record

Mr. J. T. Loftus, General Foreman,
Milwaukee, Wisconsin.

Dear Sir:

Mr. Flanigan has just completed a statement of injuries to employees in the large extra gangs during the year 1929.

The statement shows that your record is the best of any made on the railroad. In June you had two minor injuries, three in July and four in August, but during the entire season you did not have a reportable injury of any kind.

I appreciate that you made many fine records during 1929, but you did not make any record that appeals to me as much as the record you established for operating a large gang of extra men for an entire season without sufficiently injuring one man to have a reportable case to make. I am sure that every officer on the railroad, who has anything to do with the safety of the employees, will feel grateful for the record you established in 1929, and I hope it will be continued in 1930.

With best wishes for the New Year, I am
Yours very truly,

(Signed) J. T. GILLICK.

Murdo Chapter

Mrs. E. M. Young, Historian

THE regular business meeting of the chapter was held Wednesday evening, January 27, at the close of which our president, Mrs. W. J. Kuhrt, gave a very interesting talk on "Milwaukee Club and Its Object," after which Mrs. Matt Anderson gave a fine reading,

Yale University Has New Degree—Master of Science in Transportation

YALE UNIVERSITY has added another step in its graduate work in the field of Transportation by offering the degree of Master of Science in Transportation. The object of this new degree is to give recognition for joint work in economics and the technology of transportation. Thus, instead of forcing the student into one department, such as Civil Engineering, Mechanical Engineering or Economics, it is recognized that his needs may best be satisfied by taking courses in several of those, or other departments, the group going to make up a well defined program of work.

The general direction of study in Transportation in the Graduate School is carried on under the Committee on Transportation, composed of Professor W. M. Daniels, former Interstate Commerce Commissioner; Professor S. W. Dudley, formerly with the Westinghouse Air Brake Company; Professor C. J. Tilden, connected with the Bureau of Public Roads and Professor K. T. Healy, formerly in the operating department of the New York, New Haven and Hartford Railroad Company.

In connection with the work, five fellowships are offered with stipends of \$1,200. Due to the increase in tuition in the Graduate School and to the difficulties of covering living expenses in the past, the new sum of \$1,200 has been authorized in place of \$1,000 in past years. Applications for the fellowships are received until March first for the next year, and in that month the choice from the candidates is made by a selection based on a study of the records of the applicants, supplemented where necessary by personal interviews conducted at suitable points over the country.

this program was enjoyed by all. Mrs. Louis Boyle and Mrs. Matt Carey were hostesses for the evening. Dainty refreshments were served.

On December 23, 1929, we entertained the children of the club at a gay Christmas party. Old Santa Claus came in to town on a motor car right after lunch and supplied each youngster with a nice gift.

Milwaukee Employees' Pension Association

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

Name	Occupation	Division or Department
John B. Anderson	Engine Watchman	R. & S. W. Division
Jess A. Boorman	Stationary Fireman	H. & D. Division
John B. Budd	Porter	Sleeping Car Department
Wm. F. Bulgren	Engine Wiper	La Crosse Division
William Cook	Hostler	So. Minnesota Division
Sherman Correll	Operator	Illinois Division
John Freedholm	Locomotive Truckman	Minneapolis Shops
Alfred Hammer	Laborer	Minneapolis Shops
Thomas J. Kerrigan	Section Laborer	S. C. & D. Division
Adolph Knappik	Laborer	H. & D. Division
Edward M. Lane	Switchman	Kansas City Division
William Manning	Laborer	Minneapolis Shops
James McCauley	Yard Brakeman	S. C. & D. Division
Albert J. Pompy	Flagman	S. C. & D. Division
George Rigwood	Flagman	Wisconsin Valley Division
Frank M. Webster	Messenger	Chicago Terminal Division
Charles C. Whitney	Pumper and Sta. Mail Hndlr.	Iowa Division
John F. Downes	Car Inspector	H. & D. Division
John T. Graham	Conductor	Superior Division

C. W. MITCHELL, Secretary-Treasurer.

Frederic George Ranney

ON February 11th, at the home of his daughter in Chicago, occurred the death of Mr. Frederic George Ranney, for many years treasurer of this company, which office he held from 1887 until his retirement from active service in 1917.

Mr. Ranney was born in England in 1842 and came to this country with his parents in 1849, in a sailing ship which took six weeks to make the voyage. He attended college in Toronto, Canada, and in 1866 went to Racine, Wisconsin to take a position with the Western Union Railroad. When that railroad was merged with the C. M. & St. P. Ry, Mr. Ranney remained with the latter company and in 1887 he was elected its treasurer, retiring after fifty-one years of service. Mr. Ranney is survived by one son, F. Garner Ranney, and two daughters, Mrs. M. W. Sherwood and Mrs. Springfield Baldwin.

Funeral was held in Chicago and interment was in Oakwoods Cemetery.

Mr. Ranney enjoyed a long and distinguished service with the Milwaukee Railroad and his memory will be held in high regard by all who were associated with him and enjoyed his friendship.

HARRY J. HANSON

AT his residence in Chicago, on February 6th, occurred the death of Mr. H. J. Hanson, assistant paymaster of this company. Death resulted from pneumonia.

Mr. Hanson was a veteran of Milwaukee service, having been in the company's employ since September, 1889. He was born in Milwaukee in 1873, and all of his business career has been identified with the The C. M. St. P. & P. R. R. He was a trusted officer of the Accounting Department and occupied the position of assistant paymaster from June, 1906 to the date of his passing.

He is survived by his widow and two sons, to whom the sympathy of all Milwaukee Railroad friends is offered in their sorrow. Mrs. Hanson has been a member and interested worker in the Women's Club, having held office in Fullerton Avenue Chapter for a number of years, and the club desires to express to her, their deep sympathy in her loss.

WINFIELD SCOTT COOPER

ON February 8th, at his home in Chicago, after a lingering illness occurred the death of Winfield Scott Cooper, for many years a prominent figure and trusted official of the Operating Department.

Mr. Cooper was born in 1862 and entered railway service as telegrapher on the N. Y. P. & O. Ry. in 1881. He worked in various capacities on eastern and southern railroads before coming to The Milwaukee as train dispatcher in 1886. In 1895 he was made trainmaster and in 1903 superintendent of the River Division. From that position he came to Chicago as assistant general superintendent of the Southern District, in 1906;

and in 1912 was promoted to general superintendent. In 1918 he received the appointment of assistant to general manager, Lines East, which position he held until his death.

Mr. Cooper was one of the most thoroughly posted officials of his time, on all details relating to his chosen branch of railway service; and was a deep student of the science of railroad operation. It is said that he had at his immediate command a greater fund of detailed information concerning Milwaukee Railroad history and business transactions than any other man in the service.

Mr. Cooper is survived by his widow, one son and one daughter to whom the sympathy of The Milwaukee family is offered in their bereavement.

GRANT E. HARPER

CHICAGO Terminal employees and his many friends were grieved to learn of the sudden passing of Grant E. Harper, live stock agent at the Union Stock Yards, Chicago, Ill.

Mr. Harper entered the service of the Milwaukee Railroad at Sabula, Iowa, in 1890, being transferred from there to Union Street, and from Union Street to Western Avenue Transfer in 1892, as Freight Office clerk, and was promoted to chief clerk when Galewood Station was opened in 1905, from which point he was promoted to agent, Union Stock Yards, in 1908, where he remained until his death.

He is survived by his widow and one daughter, to whom the heartfelt sympathy of all Milwaukee Employees is tendered.

Funeral services were held at Hursen Chapel, at 2:00 P. M., February 8, being conducted by Dr. Preston Bradley, Pastor Peoples Church. The pallbearers were: F. M. McPherson, W. C. Bush, F. E. Douglas, O. P. Catlin, E. B. Bacon and Frank Kee.

CHARLES R. LANGAN

PATRONS of the River Division of The Milwaukee Railroad will miss a familiar and popular figure on the trains between the Twin Cities and La Crosse, where "Charlie" Langan has been passenger conductor for twenty-seven years.

The passing of Mr. Langan occurred in Minneapolis, January 25th, from a stroke of paralysis. Mr. Langan was born in Racine, Wisconsin, and started as railroad brakeman at the age of 18 years; became a conductor at 28, running a passenger train on the H. & D. Division. He was the oldest man in point of service on a regular run on the River Division. He operated the first closed vestibule train on The Milwaukee into the Twin Cities.

Mr. Langan is survived by his widow, two daughters, two sons and one brother. He was a member of the O. R. C. and of the Veteran Employees' Association. Funeral services and interment took place in Minneapolis.

F. M. NELSON

ON January 31, 1930, at Lind, Washington, occurred the sudden death of F. M. Nelson, section foreman at that place. He had been working every day,

was very active and apparently in the best of health. His sudden death was a severe shock and surprise to his friends and relatives.

Mr. Nelson had followed railroad track work most all of his life.

He was born in Denmark and was at the time of his death, 68 years old. He immigrated to America at the age of 16 years, going to work as a section laborer next morning after arrival, with the C. & N. W. Railway at Baldwin, Wisconsin. Shortly thereafter, he went west, and worked for the Milwaukee on the H. & D. Division, when that piece of track was scarcely completed.

He then returned to Minnesota and the River Division, where he was located for many years. He had charge of the section at Red Wing, Minnesota, for about 25 years.

When Lines West were under construction, Mr. Nelson moved west, coming first to Miles City, Montana, and thereafter having worked on the Musselshell, Rocky Mountain, Missoula and Idaho Divisions.

In his length of service he took great pride, having served this company for about 48 years. He was a member of the Veteran Employees' Association and the Milwaukee Pioneer Club. He had a host of friends among the employes and officers. He loved and took pride in his work, as likewise in his friends.

Mr. Nelson's wife, Caroline, died in 1926.

A son, Peter J., a brakeman on the Musselshell Division, died in 1911.

He leaves to mourn his loss, two sons, Frederick C., conductor on the Idaho Division, and Adolph N., of Seattle, Washington; one daughter, Mrs. B. L. Cole, Kennewick, Washington; two brothers, Hans P., of Red Wing, Minn., and James N., of Minneapolis, Minn.; and two sisters in Denmark.

Burial took place at Tekoa, Washington. The pallbearers were all section foremen from the Idaho Division, with whom he had worked.

Channing Chapter

Mrs. A. J. Harnish, Historian

AT the regular meeting of the Channing Women's Club our new president, Mrs. W. W. Tuttle, presided.

The report of Mrs. W. J. Tobin, chairman of the Sunshine Committee, showed that sick were well visited and that many gifts of flowers, fruits, magazines and cards have been distributed among them.

Mrs. C. A. Swan has consented to render the music at all the meetings in the future. This is being looked forward to.

Mrs. A. J. Mantuefel and her assistants of the Ways and Means Committee have been busy making money for our club by giving afternoon card parties for all ladies; and they are planning a party for the evening in the near future.

A dancing party will be given sometime before Lent for the members and their families. Another good time!

After the meeting cards were played and prizes were awarded to Mrs. C. A. Swan and Mrs. Stanley Johnston. The hostesses of the evening were: Mrs. A. B. Worthing, Mrs. Jess Hale and Mrs. Louis Theile.

At our next meeting on February 3, all members are requested to mask. A fine of 25 cents will be charged for all those not masked. Cards will also be played and prizes will be awarded in cards and one for the funniest masked lady.

New Sioux City Cutoff

(Continued from page 9)

Grading has been entirely completed, including an extension of the passing track about 1,300 feet westward and the only reason completion of the entire project is being delayed is that between the west mile and the present temporary connection there now exists an overhead street railway bridge so designed as to accommodate only one track between its piers. It will be necessary for the Street Railway Company to revamp this structure providing space for two tracks to pass through it. The permanent west end of the double track will consist of a number sixteen high speed turnout with an automatic spring switch to eliminate stops of trains in either direction. Automatic signals will be installed between Sioux City and West Yard.



False Work, North Approach to Missouri River Bridge.

The grading consisted of 145,000 cubic yards of material, a small portion of which was solid rock. The majority of the material was taken from a cut through which the new track passed at the edge of the Missouri River bluffs, material being hauled in both directions from this point and deposited as fill. As the embankment widened, the narrow gage track was shifted by a Nordberg narrow gage track shifter. The grading started July 27th and was completed on November 13, 1929.

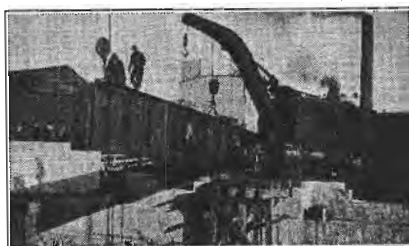
In addition to fourteen reinforced pipe culverts, there was constructed a three track through girder crossing with spans of sixty-four to seventy feet long, over the Perry Creek conduit, near the depot at Sioux City. Method of erection of these girders is indicated on accompanying cut. In the erection of this bridge 350,000 pounds of structural steel were used and 108 cubic yards of reinforced concrete.

Prior to the new construction this approach to the Missouri River bridge consisted of a nine foot deck girder span about one hundred feet in length. To provide the required overhead clearance it was necessary to entirely remodel this approach. To carry out this work without interference to heavy highway and

street railway traffic over the bridge, which is the only structure spanning the Missouri River between Yankton, South Dakota, to the north and Omaha to the south, false work was erected and segments burned out with an acetylene torch from the plate girder, and the new bridge erected in this area. The erection of the steel as well as the dismantling of the old span was done by a company steel bridge crew and the concrete work on the floor was handled by local contractors. Incidentally the latter work was done in temperature considerably below zero, which necessitated much careful handling and inspection to prevent freezing and damaging of the concrete. On this bridge 259,000 pounds of structural steel were used as well as 176 cubic yards of reinforced concrete in footings, and 90 cubic yards of concrete in the six-inch floor.

The material used in the track when the entire job is completed will consist of about the following: 24,000 ties, 81,000 feet of one hundred pound rail, 240 tons of tie plates, 30 tons spikes, 75 tons angle bars, 8 tons bolts, 1 ton nutlocks, 21 tons rail anchors and 24,000 cubic yards or 36,000 tons of gravel ballast.

The advantages of the new line over the old are numerous but the outstanding points are as follows:



Method of Erecting Girder Spans.

The elimination of 18 street crossings at grade as well as three street railway crossings. On the new line there will be but two highway crossings at grade.

Reduction in grades—the summit of the old track being 43 feet above the new. The grades on the new line are practically negligible, whereas on the old, the eight-tenths and seven-tenths per cent grades in both directions were very seri-

ous obstacles to economical operation. An accompanying picture shows the relative elevation of the old and new line, the old line being located on top of the bluff at the left of the picture. Another cut shows how the grades converge at the west end connection, the old main being at this point only about ten feet over the new line.

Reduction in curvature from 7,940 feet in length to 6,660 feet and from 319 degrees central angle to 128 degrees. This includes the elimination of a sharp 14-degree curve on the old main line west of the depot. The maximum curvature on the new track is three degrees, the curve of greatest length being but one degree and thirty minutes.

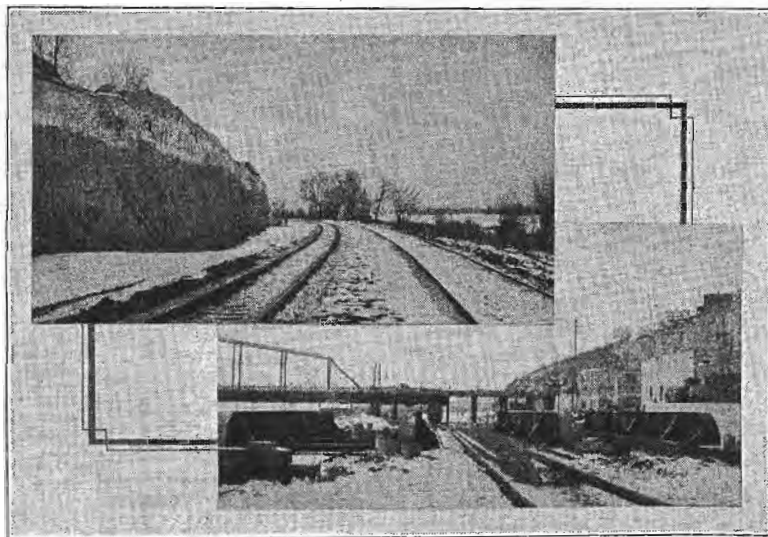
A reduction in distance of about one-fourth of a mile.

This improvement, which involved an expenditure of about \$500,000 has been carried out under the direction of our Chief Engineer, Mr. C. F. Loweth, and Mr. W. H. Penfield, Engineer, Maintenance of Way; the construction being handled by Mr. A. G. Holt, Assistant Chief Engineer, with Assistant Engineer B. O. Johnson in local charge.

The Boy Scouts of The Milwaukee

Seventy Troops Now in Existence

THE department for the purpose of organizing Boy Scout Troops on The Milwaukee Railroad, now under the direction of Mr. A. W. Smallen, special representative of the vice-president, is doing excellent work in conjunction with schools, the American Legion and other citizens who appreciate the value of giving boys in their locality the benefit of Scout training. About 70 troops have been organized under Mr. Smallen's direction. A good Scout is a good Safety First worker. They know how to avoid accidents to themselves and their influence in a community helps to keep others out of danger. Their aid has been enlisted to keep children from playing in railroad yards and in other. Safety measures of much importance.



Inset: Elevation of New Line 43 Feet Below Old Line, Which Was on Top of Hill. Below: The Perry Creek Crossing.

ACCIDENT PREVENTION

The "I Will" Spirit



L. S. CUNNINGHAM

THE picture here with is that of District Safety Inspector L. S. Cunningham, in charge of accident prevention and Safety First on the Trans-Missouri, Rocky Mountain and Northern Montana Divisions on Lines West, his headquarters being at Miles City, Montana.

Mr. Cunningham entered the service on February 7, 1899, in the capacity of locomotive fireman on the Wisconsin Valley Division. Two years later he transferred to the Kansas City Division and was promoted to engineer in the spring of 1907. In January, 1909, he was sent to the Pacific Coast Extension, reported to Mr. Frank Rush at Seattle and handled work trains in the Cascade Mountains during the construction of the line into Seattle. After the construction was completed he entered freight service as an engineer until promoted to passenger service in the year 1911, serving in that capacity continuously except for one year when assigned to instructing engineers on the operation of the electric motors on the Coast Division, and two years when acting as a traveling engineer on that division. At the time of his appointment as district safety inspector, he was running passenger trains out of Spokane and the records show that during his thirty-one years of employment with the Milwaukee he has never been disciplined for violation of any of the company's rules.

The three divisions in Mr. Cunningham's territory accomplished a nice decrease in the number of injuries during the year 1929, when compared with the year 1928, but he feels that so far they have only scratched the surface. He calls attention to the unnecessary suffering and sorrow which oftentimes is followed by poverty and want when the "breadwinner" is injured fatally or otherwise due to the fact that he failed to comply with the rules and instructions devised to safeguard his work. Furthermore, he feels that the day of indifference toward these accidents and the self-satisfied attitude that they are something inevitable and must be expected, is past.

Mr. Cunningham wants all of the supervisors and employees in his territory to know that he has confidence in their integrity and "I Will" spirit and feels sure that they will come through with a safety record second to none. He also feels confident that the old traditional Milwaukee spirit will assert itself and make it possible for us to point with pride within a short period of time to the fact that the Milwaukee Road is the safest in the country. He wants you to know that he appreciates the splendid support given him in the past and looks forward to continued co-operation and assistance. He asks that the fire of determination in your hearts be kindled with that spirit so common among Milwaukee men which never fails when called upon, so that by pulling together we will be able to put The

Milwaukee Road on top, thus exemplifying the fact that it is the greatest and safest railroad system in the country. Study the safety rules and make yourself known among others as a careful employee.

In closing, he asks, "Why not make the homes of Milwaukee employees, happy homes rather than places of sorrow and havens for those permanently disabled because they failed to comply with the safety rules or failed to heed a timely warning."

Safety Education

Paper by Engineer Webb of the Coast Division at a Safety First Meeting Held at Raymond, Wash., December 3, 1929

IT is necessary to hold these Safety First meetings to protect our employees. I hardly know what the most important thing is that our Safety First Department has accomplished this year. However, to my mind, the most outstanding has been the fact that up until the first of November, accidents on this railroad had been reduced 48 per cent over last year. The paper I have prepared to read to you I have entitled, "Safety Education," as after all is said, the advance we are going to make in this safety work is a matter of education.

"Safety First appeals to me because of its constructive policy. There is a fascination about the study and application of Safety First principles, because it concerns directly the saving of life and limb, because it thereby appeals to man's better nature, and because there is a corresponding satisfaction in noting the results of the efforts expended.

"If we read in the daily press of a battle in which the casualties were 21,000 killed and a half million wounded, we would hardly characterize it as anything but a terrific and bloody one. That was the battle of 1928 in a war that is perpetual—the warfare of American industry. So, you see the battles of peace are not less deadly than those of war, it would seem. We are actually killing and maiming on our railroads and in our industries twice as many men as fell in the American Army on an average day of hostilities during the World War.

"There is a difference of course. The object of war is to kill and maim, while in industry these things are incidental. In war, casualties are unavoidable; in industry, they are avoidable. Mr. Flanigan, our Safety First Director, has stated that 98½ per cent of our injuries and fatalities this year were avoidable.

"In life the first thing is not safety, it is adventure. The battle of life is not to the cautious, but to the bold. Safety should never be lost sight of, but its purpose should be to enable us to face dangers and know the road to choose. For instance, you teach a boy to play football safely, or to sail a boat safely, or to use a gun safely. In each case, you are showing him how he can have a good time safely.

"Safety consists quite as much in knowing how to face danger as in how to avoid it. Safety is immediately correlated with efficiency. Safety in life in general has turned out to be immediately correlated with alertness and intelligence. Accidents are stupid. It is the thought-

less, untrained, unalert employee that gets hurt.

"You will agree there is nothing complicated or intricate about accident prevention work, nor any difficulty in it beyond education. Some people think that because accidents have always happened on railways, that they will always happen, that nothing can prevent them. Let me say nothing is farther from being true.

"Do you realize that it is the careless worker who always pays in suffering, financial loss and home worry? He sees a workman beside him injured, through carelessness, perhaps, and he realizes that his neighbor took a chance, and lost. But the human family is optimistic. Realizing fully that carelessness and negligence and indifference cause accidents, most men are too optimistic as to believe that while it happened to the other fellow, it won't happen to them. There can be no let-up, therefore, in education to secure respect for the rules of safety through regular presentation of safety publicity.

"It has been said that statistics are a bunch of bunk, applesauce, so to speak. Let me put it another way. You all know the Northern Pacific Railroad, what a wonderful institution they are. No doubt everyone here has ridden on their line. Well, up until the first of November this year, we have had 26 fatalities, and the Northern Pacific for the

(Continued on Page 24)



FRANK BENDER

A Long, Clear Record

"This is a picture of Locomotive Department Carpenter Frank Bender, employed at Western Avenue Shops, Chicago, who started to work for The Milwaukee Road at Perry, Iowa, on August 15, 1852, in the B. & B. Department. In the year 1883 Mr. Bender was transferred to the Locomotive Department at Chillicothe, Missouri, as roundhouse carpenter, and in the year 1893 was transferred to the Western Avenue Roundhouse, Chicago, where he has been employed ever since. He is eighty-four years old and has been in continuous service for forty-eight years with an entirely clear record as far as personal injuries are concerned. He has performed all sorts of general carpenter work in the Locomotive Department, and as he states in his own words, the only time he has been confined was when the master mechanic and general foreman assigned him to bench work in the carpenter shop.

"Mr. Bender believes that he is the oldest man in service with a record such as his and he intends to add the year 1930 to his perfect personal injury record."

"A recent accident in the neighborhood of my activities illustrates this point. A man of good education, satisfactory position, constantly employed, industrious, with a family consisting of a wife and several children, whom he supported well and kept in school, left home happy and contented, went to his place of employment, put in a good day's work and was returning home to greet his happy wife and children. A wire hung dangling over the sidewalk. With nothing more profitable to do, he grasped it and was instantly killed. Now this same sort of thoughtlessness caused two deaths and injured six more on our road last year.

"Here is some information for the whole family. During the year 1928, forty-two trespassers under 14 years of age were killed while riding on or getting on or off trains, and 35 were killed while playing or walking along the track, making a total of 77. Keep your children away from the railroad yards.

"Let us now take a look at our own record. The total number of train accidents last year was 320, and number of accidents per million units was 5.74 which is very good, as most roads are at least 6 per cent and some 20.84. The total number of collisions was 113 on our road, of which 102 were due to the negligence of employees. In passing, let us look at the non-train accidents:

	Killed	Injured
Our road had	21	2,078
Missouri Pacific System	24	2,084
Penn. System	31	2,800
New York Central	24	3,207

"The roads listed have about the same mileage as our line. I might go on into more detail with these figures, however, you can readily see the problem confronting us.

"Let each put his shoulder to the wheel. Every individual has a three-fold nature, physical, mental and spiritual. There is no growth in anyone of these three except through self-activity. All that is said at these Safety First meetings will be of no value to you except as you react to it, and your reaction depends on your mental activity. These Safety First meetings provide an agency for such self-development. You grow physically, mentally and develop Safety First habits only as you do so by self-activity."



MR. AND MRS. T. A. HINDMAN

Thoroughly Sold on Safety First

THE above picture is that of Mr. and Mrs. T. A. Hindman, who are well known and liked by all employees of the Rocky Mountain Division who have ever had the good fortune to make their acquaintance.

Page Fourteen

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

ON January 18, 1930, the employees of the roundhouse at Marquette, Iowa, celebrated their 365th consecutive day without an injury, at a banquet held that evening in the public school gymnasium at Marquette. There are approximately 95 employees in the roundhouse force at this point and much credit is due Roundhouse Foreman J. H. Bell for the fine record which was established. He has hopes of celebrating the 730th day without an injury on January 18, 1931.

B. & B. Foreman Peter Olsen of the Rocky Mountain Division with an average force of 12 men, went through the entire year 1929 without a reportable injury. Mr. Olsen and his family live in camp cars, which are fitted up very cozy and homelike. His men accept his judgment as being best and perfect harmony exists in the crew at all times. This, perhaps, accounts for the fact that he is able to handle the men in such a way as to prevent their being injured.

Mr. W. C. Bush, agent at the Galewood Freight House, Chicago, reports a decided improvement in the way of reportable injuries during the past three years. In 1927 he had 34 reportable injuries; in 1928, sixteen; and in 1929, six. A nice reduction. In the months of February, November and December, 1929, there were no accidents whatsoever. He is aiming to make a further reduction in the year 1930, having started out without a reportable injury in the month of January. There is a force of approximately 289 men at this point.

Agent F. M. McPherson, in charge of the Union and Kinzie Streets Freight Houses in Chicago, where approximately 256 men are employed, reports having gone through the month of January, 1930, without an injury of any kind. In commenting on this record, he states, "I know if we all get the spirit of Safety and the habit of practicing it daily, and protect those who work with us, we will, with the co-operation of everybody in the warehouse, yards and office, be able to continue the record throughout the year, particularly so since we have had the right kind of a start."

Steel Bridge Foreman John Melcher, with a crew averaging from 10 to 20 men, went through the year 1929 without a reportable or lost time injury. The records show that this gang took down 8 steel bridges and erected 11 of them, 4 of which were reframed, set concrete slabs at 2 bridges and unloaded slabs for 4 others; some of these slabs weigh more than 40 tons each. Repairs were made to 7 steel bridges and two turntables. One large concrete pipe culvert and one turntable was placed. This work was carried out on the Illinois, Iowa, Terre Haute, Kansas City and Chicago Terminal divisions. One of the most interesting jobs handled by this crew was at Byron, Illinois, where the bridge over Rock River was reconstructed of heavier design during very severe winter weather. This bridge crew had a nice record for the year 1929.

The B. & B. forces on the West I. & D. under Chief Carpenter G. B. Lawrence, during the year 1929, accomplished the following:

- Foreman H. C. Schulz with a carpenter crew of five men, no injuries.
- Foreman A. A. Johnson with a carpenter crew of five men, no injuries.
- Foreman P. S. Monahan with a bridge crew of nine men, no injuries.

Foreman H. Clough with a bridge crew of 11 men worked five months of the year without an injury. Later his crew was increased to 25 men on construction work at the Missouri River bridge at Chamberlain, working the remaining seven months of the year with five lost time injuries and no reportable injuries. Considerable improvement was made in the number of injuries on the Chamberlain job in 1929 when compared with 1928. Chief Carpenter Lawrence also had two pump repairers and eleven pumpers under him that went through the year without an injury.

General Yardmaster W. L. Schmitz at Council Bluffs, Iowa, Yard, where approximately 67 men are regularly employed, completed 27 consecutive months without a reportable or lost time injury on February 20th. This is a very good record. During the first three months of the years 1928, 1929, and the first two months of 1930, when the weather was very bad, requiring additional power because of blizzards, and from six inches to eighteen inches of snow with ice underneath most of the time, making the footing very slippery, the yard force at this point performed the duties without even a minor injury. Credit for this fine record is due to the personal contact which Mr. Schmitz and Yardmaster Frank Colburn have with the men at all times. This is the best record, which has been received, covering an operation of this kind and Mr. Schmitz is of the opinion that no other yard, regardless of size, can beat it.

District General Car Foreman Axel Strand at Deer Lodge, Montana, has one of the finest Safety records in the Car Department over the entire system. During the year 1929, the following car foremen under his charge, carried out their work without a reportable or lost time injury:

Foreman	Headquarters	Average Number of Men Employed
E. H. Shook	Avery	14
Paul Bagard	Bonner	2
H. J. Morse	Deer Lodge	132
T. L. Sand	Butte	9

Foreman	Headquarters	Average Number of Men Employed
John Haugen	Three Forks	1
John Haugen	Gallatin Gateway	5
G. L. Wood	Lewistown	8
F. K. Kummrow	Great Falls	4
J. E. Waugh	Roundup	5
M. L. Johnson	Miles City	60
F. B. Sevenants	Marmarth	1
A. C. Rognelson	Mobridge	31

Division Engineer D. C. Rhynsburger, Rocky Mountain Division, Deer Lodge, Montana, has sent in a list of section foremen who went through the year 1929 without an injury to themselves or the employees under them as follows:

Roadmaster—E. D. Mattheisen		
Joe Peck	Wm. Woods	L. O. Harris
M. Stiner	M. L. Young	A. N. Kelly
H. Levensgood	Curtis Taylor	G. Mason
M. Nelson	D. H. Guy	D. Dragitis
A. Miller	Frank Austin	R. Winterhalter
Total number of employees under the section foreman listed, 33.		

Roadmaster—R. M. Alway		
Chas. Lower	Louis Farrace	Tom Sasaki
W. E. Finnane	Sam Novich	Mike Suzuki
Geo. Wilcox	Marko Stannish	Geo. Murata
John Osborne	Nick Garloff	Chas. Snyder
Nick Kontos	Geo. Spencer	P. F. Walsh
Orville Wilcox		
Total number of employees under the section foreman listed, 45.		

Roadmaster—Art Jersey		
Lon B. Clary	P. J. Cummins	Tom Petroff
Ralph Rose	Ben Martello	J. J. Kelly
H. Hanson	Chas. Aktepy	John Lombardi
Total number of employees under the section foreman listed, 20.		

Roadmaster—H. W. Spears		
Geo. Hewitt	Frank Liberty	Nick Econom
John Kafingis	J. E. Doherty	A. Savas
Guy Moats	Tom Proto	F. Marsillo
James Tauchi	Felix Orrino	
Total number of employees under the section foreman listed, 30.		

Roadmaster—A. J. Busch		
Albert Williams	R. H. Roys	Mike Farrace
R. E. Davies		
Total number of employees under the section foreman listed, 13.		

Section Foreman John Chamberlain at Fonda, Iowa, on the Des Moines Division, with a service record of 47 years as foreman, has never had a reportable or fatal injury to any of the men under his charge, and section Foreman David Page at Rockwell City, has gone through a period of 30½ years without a reportable injury to himself, although he has had three men under his supervision who were injured.

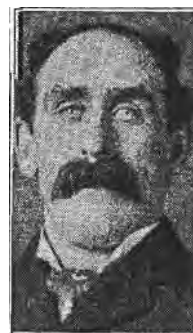
Superintendent Nee has sent in a list of section foremen who have been very successful in going through from one to ten years without an injury of any kind. The list is as follows:

Roadmaster—F. H. Phelan		
Section foreman	Number of years without an injury of any kind	Average number of men employed
K. Ronne	10 Years	3
Thos. Foley	6 "	4
H. Carlson	5 "	4
A. Moe	5 "	5
C. Bakke	4 "	5
Hans Christenson	3 "	3
C. Oswood	2 "	3

Roadmaster—L. W. Winfrey		
Section foreman	Number of years without an injury of any kind	Average number of men employed
A. Peterson	10 Years	5
A. Van Kempen	8 "	6
R. Grassman	8 "	6
Ole Ostenso	7 "	3
M. Larson	7 "	5
Hans Gilyard	4 "	5
Hjalmer Gilyard	3 "	5
Andrew From	3 "	4
Thos. Cusick, Jr.	3 "	4
J. Kolberg	2 "	5
Julian Burshiem	2 "	4
H. Kalkman	2 "	5
P. Oleson	2 "	4
A. Anderson	2 "	3

Mr. Hindman is a B. & B. foreman on the Rocky Mountain Division, working under Chief Carpenter A. E. McLeod of Deer Lodge, Montana. He entered the service on May 1, 1908, as a water service man and shortly afterward was promoted to B. & B. foreman on the Old Musselshell Division. Several years later he was transferred to the Rocky Mountain Division, with headquarters at Deer Lodge, where he and Mrs. Hindman make their home in some camp cars which have been fixed up very cozy and homelike.

Mr. Hindman has not had an accident of any kind in his outfit since June 9, 1925, having employed an average of twelve men during his "no accident" period. He is thoroughly sold on the safety first subject and holds the confidence of every man in his crew, all of whom speak well of him and give him their hearty co-operation at all times. Mr. Hindman has resolved to add the year 1930 to the record he has already established.



WILLIAM GEBHART

THE above picture is that of Section Foreman William Gebhart located at Geraldine, Montana, on the Northern Montana Division.

Mr. Gebhart entered the service as a section laborer at Piedmont, Montana, April 6, 1910, and March, 1928, was transferred to Geraldine as section foreman.

He has never had an accident on his section nor an injury to himself or any of his men during his nineteen years' service. He feels quite proud over this record and intends to add the year 1930 to it.

Stop—Look—Listen

C. A. A.
3
6
29.

IF you would your life protect
For the locomotive have due respect,
Stop! Before you cross the rail
Be safe—in this matter, do not fail,
Give the engineer a friendly wave
He, gladly, your life would save,
Do not make him worry about you
He has much other work to do,
On the safe side of the crossing make
your stand.
If this was done all over our land
Those 3,200 who died, as one might say,
Last year, by foolishly throwing their
lives away,
For at railroad crossings they met their
fate
Trying to cross—when it was too late!
The engine crushed not only husband and
wife

But hundreds of poor kiddies lost their lives,
 Let's one and all in this fair land
 Do their part, then auto-riding will be grand,
 It's not the fault of the engine on the track
 It's the foolish auto-driver, who won't hold back.



MILTON SHOEMAKER

THOSE who are acquainted with him will readily recognize this picture of Section Foreman Milton Shoemaker, Alexandria, South Dakota, on the I. & D. Division.

Mr. Shoemaker has been in the employ of The Milwaukee Road since 1895 and the records show that he has never had an injury to himself or any of the men under him during his entire thirty-five years of service. His friends and associates vociferously commend his genial nature and ability as a section foreman.



FRANK H. POND

Was Fireman and Engineer for President Lincoln

MR. FRANK H. POND, who is now crossing flagman for The Milwaukee at Wausau, Wisconsin, and was formerly employed on the Wisconsin Valley Division as an engineer, has a record of note of his early days of railroading.

Mr. Pond, who is living out the evening of his days in northern Wisconsin, was the fireman on the special train that handled President Lincoln. The engine was The Reindeer, and a picture of this historic locomotive has been procured from the files of the late Horace W. Griggs, veteran employe of The Milwaukee. Mr. Pond states that there was also a number on the sand box, but at that time the engines went by names. The railroad on which he worked at the time was the Cleveland & Erie, and he fired the engine between Erie and Cleveland. When the train arrived at Erie, President Lincoln made quite a talk to the crew in charge of the train.

Later the Cleveland & Erie R. R. was consolidated with the Cleveland & Toledo and Michigan Southern and the line was

FIGURES FOR JANUARY, 1930

The figures for the month of January, 1930, at the time this article is being written, show that we will close the month with a total of approximately 65 reportable injuries, a reduction of 138 when compared with January, 1929, or 68 per cent. This is the second largest decrease we have made since the organization of the Department, January 1, 1929, the best record having been established in the month of October, 1929, when we accomplished a 75 per cent reduction.

In the month of January, 1930, we had seven employes fatally injured, including two cases where the injuries were of such a nature that the men passed away after the first 24 hours following the accident had elapsed so that so far as the official record of the Interstate Commerce Commission is concerned, it will show five employes fatally injured in that month. I know you will agree that these should not have occurred. Considerable has been said in the past about employes protecting themselves so that these regrettable cases will not take place, and as you all know, every effort is being put forth to do away with fatalities entirely. Your assistance to that end is earnestly solicited.

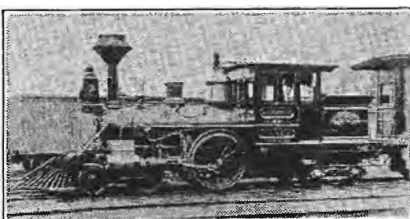
At the close of the year 1928 our official casualty rate as recorded by the Interstate Commerce Commission was 23.17, representing the total reportable cases per million man hours worked over the entire system. The tentative figure for the year 1929 as shown by our record is 11.20, or a reduction of 52 per cent under the previous year. This improvement will place us in a more favorable position when compared with other railroads, and yet we have considerable ground to cover before accomplishing the best safety record in the country.

We expect to make a much better reduction in reportable injuries in the year 1930 than in the year 1929, and you are requested to keep safety in mind at all times and study your safety rules so that this can be accomplished. We will all be proud when the day comes that the Milwaukee Road has the lowest casualty rate of all railroads in the United States, and when we are looked upon by the traveling and shipping public as being the safest operated railroad in the country. It certainly would be gratifying to accomplish this in the year 1930. It is merely a matter of making up our minds that it can be done and must be done. Be sure you have chosen the safest course in handling your work and bear in mind that by doing so, you and your family will be happier for it.

Never place yourself or permit one of your fellow-workers to place himself in a position where injury might be the result. Take no chances. Work safely at all times.

named the Lake Shore & Michigan Southern. When the special was arranged for to return the body of the murdered president, effort was made to secure the same crew that handled him after he was elected. The engineer, however, had died, and Pond, who by that time had been made an engineer, was used to run the engine. The same conductor and one of the same brakemen were secured, also.

Mr. Pond's memory of these events is very clear and his story carries into much interesting detail.



"The Reindeer"

Fire Prevention Bureau

IT has been the practice of the President of the United States, as well as the governors of the states, to issue a proclamation each year, setting a designated day or week in which we are to observe and know as Fire Prevention day and week. Why not make every week a Fire Prevention week and every day a Fire Prevention day? It may mean the saving of lives of you and yours, the other fellow's family, your home, his home; the institutions in which you may be employed, by the use of good common sense.

Just recently, an article has been published and broadcasted by the daily papers of a terrible holocaust, which snuffed out the lives of 70 children at Paisley, Scotland. Surely, we do not want such a catastrophe to befall us. SO THINK, at all times and keep in mind the following don'ts:

- DON'T throw away burning or lighted matches.
- DON'T leave matches in clothes.
- DON'T store oily rags, mops or oily clothes in lockers. Place in containers provided for such.
- DON'T store old and oily lamps and lanterns in lockers.
- DON'T stack oil waste or rags behind lockers, as same may at any moment become ignited.
- DON'T place hot cinders or ashes in wooden receptacles.
- DON'T allow rubbish to accumulate around where you are located or stationed.
- DON'T build or start fires unless you have a metal can or container and keep far enough away so that no property will be endangered.
- DON'T smoke or have lighted torches or open flames where same may be exposed to dangerous vapors.
- DON'T throw away lighted cigar and cigarette butts. Step on same or pinch out.
- DON'T above all, light gasoline torch and walk away and leave burning.

Every employe on the railroad, when it comes to Fire Prevention, is a FIRE-MAN.

Let us all unite in the great cause, prevent fires—they are costly.

L. J. BENSON.

SPORTS

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

Team	Won	Lost	Per cent	Average
Ticket Auditor	40	20	666	885
Assistant Comptroller	35	22	583	875
Auditor of Station Accounts	35	25	583	861
Freight Auditor	35	25	583	854
Car Accountant	34	26	566	856
Auditor of Expenditure	26	31	433	852
Comptrollers	20	37	350	828
Boosters	10	47	175	791

INDIVIDUAL AVERAGE

Player and Team	Games	Average
Gumz, Ticket Auditor	53	188
Krumrei, Ticket Auditor	60	187
Lange, Auditor of Station Accounts	60	187
Dale, Comptroller	51	187
Treskett, Car Accountant	60	185
Glesner, Auditor of Expenditure	60	185
Ciesinski, Auditor of Expenditure	60	183
O'Shea, Assistant Comptroller	60	183
Gavin, Ticket Auditor	57	179
Peters, Assistant Comptroller	57	179

High Team Average—Three Games
Assistant Comptroller2,883
Ticket Auditor2,823

High Single Game
Assistant Comptroller1,053
Car Accountant1,033

High Individual Average—Three Games
Hegardt698
Gumz678

High Single Game
Glesner257
Knoll and Gumz256

On Saturday, January 18, 1930, thirty-two members of the two leagues held a mixed doubles tournament at the Crystal Bowling Alleys. It was not only an enjoyable affair for the participants, but also an interesting exhibition for the spectators and it is sincerely hoped that there will be many more. The cash prizes were won by the following contestants:

Total Pins—Three Games
E. Collins-J. Glesner 964

B. Albright-H. Tobin 946
L. Teske-C. Lange 938
M. Porten-H. Gumz 931

High Single Game for Contestants Not in the Money
Hazel Dillon 153
Tom Gavin 201

High Team Game Outside the Money
J. McDonald 341
J. Shemroski 341

This was followed by another on February 1, 1930, which was won with the following scores:

Total Pins—Three Games
M. Teske-H. Tobin1,064
J. McDonald-H. Gumz1,039

H. Dillon-H. Peters1,029
H. Rohde-J. Glesner1,027

High Single Game Outside the Money
M. Porten 168
E. Kusch 213

High Team Game Outside the Money
M. Drebes 378
T. Gavin 378

The Milwaukee Railroad Women's Club Bowling League

Fullerton Avenue Chapter
End of the Seventeenth Week

Team	Won	Lost
The Arrow	36	15
The Pacific Limited	28	23
The Pioneer Limited	27	24
The Fast Mail	25	26
The Bat	24	27
The Columbian	22	29
The Olympian	21	30
The Sioux	21	30

INDIVIDUAL AVERAGE

Player	Games	Average
B. Albright	48	154.30
J. McDonald	48	148.20
E. Reck	48	141.10
M. Porten	51	138.23
L. Teske	51	138.13
M. Freitag	39	137.30
M. Drebes	51	137.32
E. Collins	48	135.13
G. Larson	51	132.22
M. Teske	51	126.14
M. Maney	42	126.11
H. Stegman	39	117.33
A. Byrne	39	117.30
F. Krella	51	114.35
H. Rohde	51	113.24
E. Anderson	51	110.40
M. Steffen	48	108.10
E. Dreher	45	105.42
E. Cleuver	51	102.40

High Individual Average, 3 Games—G. Larson 543
High Team Average, 3 Games—The Arrow1,359
High Single Team Game—The Fast Mail 505
High Single Game—B. Albright 213

On January 13, Miss Grace Larson rolled scores of 166, 201, 176, total, 543, taking the honors away from B. Albright for high individual series, who had 534 previous to that time.

January 27th, the Arrow Team rolled games of 470, 451, 438, for a total of 1,359, which is high team series to date.

January 27th, Miss Erna Reck bowled very consistent, having games of 145, 144, and 147.

J. McDonald, 190, January 6; M. Freitag, 199, January 27.

B. Albright, 207, January 27; F. Krella, 189, February 10.

D. Ramsay's first game on January 21st was a most peculiar one. He started with two railroads, then five strikes. In the eighth frame he ran into another railroad but picked it up. He fouled in the ninth but got a strike with his next ball, thereby receiving credit for a spare and ended the agony with a spare and strike for a score of 203.

E. Haidys also fouled during the evening but got all the pins with his next ball.

A. Peterson of the Freight Auditor's, slapped down the pins for a snappy 114 count—three spares, three railroads, and four blows. What a man!

Belter of the Ticket Auditor's is sure fond of the "Kitty."

On January 28th the Car Accountant's shot 749 for the "Steamroller" team game of the month. E. Knolland and D. Ramsay vied each other with scores of 128 apiece. Madden had 133. Enough said.

The "Terrible Swede" Anderson rolled a nice score of 229 in his first game. Attaboy, Andy! H. Peters had a hot series of 647 pins with games of 196, 236 and 215.

H. Krumrei, in his last game, lined up six strikes in a row, ending with a score of 236. This lad is sure hitting the pins "right."

H. Schell, in his first game, February 4th, laid in six strikes and finished with 225.

C. Meier, rolling with the Car Accountant's, February 11th, proved to be the hero of a series with the Ticket Auditors. In the first game the Car Accountants won by one pin. The second game ended in a tie and it was necessary to use the total pins shown in the first frame of the third game. C. Meier proceeded to step up and slap in a double which, with an eight pin count in the third frame, piled up 28 pins and the Car Accountants won by two pins.

Although the "Sheet" does not show it, we understand that H. Krumrei is in first place at the time this is being written.

By the time the above notes appear in print, the St. Paul Tournament at Kansas City will be history.

C. Lange, our Big Time bowler, rolling with the "Mellins" piled up 604 pins in the singles at Aurora. In the doubles he, with partner Traubnich, put up a score of 1,277. The team shot 2,884.

Milwaukee Athletic Club of Tacoma

The Gossip

THIS is the second attempt of the Gossip to spread the music of Tacoma's songs and dances throughout the Milwaukee family. If anyone is hurt through slurry remarks, take no offense, as we will bring out our points whether they be good, bad or indifferent, about the chosen ones in each issue.

In the last Monday night attempt at bowling at the Imperial Alleys, plenty of history was made and the outstanding figures were Tony Kroha and Earle Brady.

In the Store Department the new boy wonder Mishinek, scored high and Kirkland didn't do badly either. Both these boys together with Tony, will do their best to cop the trophy and we wish them luck. If we give them a hand they might be able to do better next time. So go to it, you boys.

For the roundhouse, Brady scored around 180; Turner 155, and Gay 165. Not too good, but not bad at all. We are giving them a little publicity with the hope that they improve next week.

The Traffic Department which has had several set-backs, came into the limelight again. Willy Woodard, who last year brought home the honors for the Seattle freight house, came out of his slump and managed to average 164. Negley managed to get a 200 average. Roy Kidd and Walter Rehm, both notables, made 155 and 174. These fellows have been laying down lately for reasons unknown, but we hope that 1930 will give them new vigor.

In the machine shop, Melby held his own with a little over 180 for the three games. This is what his dimes saved up, did for him. He practices three times a week and if he continues will get a place in the Hall of Defame.

Weezie Matt Cline, better known as "Trotsky" to his friends, kept his head up above the 150 water line. Rosenberg managed to be just one step ahead of the others with an average of 165, but he just could not overtake the Melba Peach, no matter how hard he tried. One strike for him.

On the freight house team, they had a little "tuff" spell owing to the failure of their players to put in appearances. Conspicuous among the absent was Jack Smith and he probably was running around with the girl he has been seen with so much of late. We feel it is 'nuf said without mentioning names. Al Goldsboro and Bement accomplished pretty good work. Both are managing to work hard to bring the freight house into first place, a place which is a struggle and a bitter disappointment, as too many others are headed for that position. The Gossip doubts if they can make the steep grade with wise men like Brady, who insists on wearing his brown derby to let it be known he is in the crowd and the Store Department, who are rushing for the honors.

As usual the boiler shop manages to keep in the running with good players like Collins, Lundemo and Rickett. This trio is about as fast as can be found anywhere and we hope they finish with some honors.

Thursday, the 9th, the club's first skating party took place and the most notable figure on the floor was Richard (Dick) Wende, who managed to keep the fair damsels on their feet. It was reported several pillows kept flying around, but Dick as usual was faster than that. Also prominent among the absent boosters was Dena, who got cold feet and stayed away. We call this four-flushing and we want her to know it.

The first dance of the season will be given at the Masonic Temple on the 31st and a goodly crowd is expected. Dena is on the committee and tickets are flying here, there and everywhere. No one is escaping her, although plenty are dodging her when she makes an appearance. There are going to be lots of surprises for all those who attend.

The Milwaukee girls are organizing an indoor baseball team and hope to play their games against the opposite sex, and we are looking for plenty of hot stuff if this materializes, but we fear they will get the willies and back out.

The basketball season is again on and the team consists of the following: Allen Sommerville, Joe Kranhold, Jack Smith, Jack Brady and Johnny McDonald. We have a flock of extras such as: George Girard, Alex Galwas and Joey Petersen.

Mason City Chapter

Mrs. M. M. Wolverton, Historian

JINGLE BELLS! Jingle bells! Jingle all the way!—was the merry refrain heard coming from the Milwaukee club rooms, the Saturday afternoon before Christmas, as 100 happy children met for a Christmas party and to see Santa Claus.

All children under 12 years of age whose parents are employees of the company, were invited.

A huge Christmas tree was laden with gifts for each and every child, and while awaiting the arrival of Santa Claus, the children presented the following program:

Piano solo, Irene Frost; dance, Elizabeth Freisner; harmonica number, Don Armontrout; solo, Bobby Hanson; piano solo, Charles Barr; dance, Mary Ellen Hayes; recitation, Kathleen McDonald; dance, Carlyle Shaffer and Barnie Zack; recitation, Florence Hanson; story, Marjory O'Connor.

The company joined in singing Christmas carols, after which Santa appeared and distributed gifts of candy and nuts to the youngsters.

Mrs. S. V. German was chairman of the committee in charge and is to be complimented upon the success of the party.

Mrs. German is also chairman of the cradle roll this year—a comparatively new phase in our club work. We all look for big things from Mrs. German.

The regular monthly meeting of the club was held a few days earlier than usual, so as not to interfere with Christmas week.

The meeting was a combination Christmas party and installation of the new officers—and also other business.

The ex-officers and chairmen gave splendid reports of the work done throughout the year.

The treasurer's report especially showed how much more money had been expended for good work than for pleasure. After the business session, Santa in all his glory appeared, and such a perfect St. Nick was he—that few were able to peer through the disguise and recognize no other than Mr. L. R. Mewissen.

Special gifts were given to each member and a jolly time of cards followed.

Cocoa and wafers were served during the social hour and the meeting was adjourned with the singing of Christmas carols and the exchanging of good wishes for a Merry Christmas and a Happy New Year.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

ON Monday evening, December 30, the chapter gave a Christmas party for all Milwaukee families, at the Masonic Hall, Anderson and Van Brunt Boulevards. The Christmas tree, which was secured from the park board, through the kindly efforts of our efficient president, Mrs. E. R. Morrison, was the most beautiful tree and the largest one we have ever seen indoors. The long, graceful branches were covered with electric lights, ornaments and various colored balloons, making a most gorgeous sight which brought delight to all present. Songs and games were provided for amusement. Everyone present received pop corn balls, candy in pink and green tarlatan bags and fruit. Each adult received a gift by drawing a number; these gifts were given by the members of the club. The balloons from the tree were given to the children, and a beautiful potted plant was given to the president with our love and best wishes. Refreshments, ham sandwiches, assorted cakes, pickles and coffee were served. Everyone had a very enjoyable time.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Dubuque Chapter

Mrs. W. O. Wright, Historian

THE Dubuque Chapter held their regular meeting Thursday evening, January 2, in their new meeting place, in Temple Hall, corner Ninth and Locust Streets.

Officers for 1930 were installed as follows:

Mrs. W. F. Keefe, president; Mrs. F. Fernstrom, First Vice-President; Mrs. G. Graff, Second Vice-President; Mrs. A. L. Parmelee, treasurer; Miss Emma Sacks, secretary; Mrs. F. Morgan, corresponding secretary; Mrs. W. O. Wright, historian.

The chairmen of the various committees are as follows:

Mrs. O. Wellman, Ways and Means; Mrs. Lillian Grice, Sunshine; Mrs. E. H. Johnson, Membership; Miss Lucille Millar, Program; Mrs. E. A. Meyer, House Furnishing; Mrs. C. A. Reisch, Social; Mrs. Olive Kenefic, Auditing; Miss Elizabeth Butterfield, Flag Bearer; Mrs. M. D. Hall, Flowers.

A brief summary of the work done by each of the committees, since the first of last year, was given by the chairmen, showing splendid work accomplished.

The report of the Sunshine Committee showed 175 cards sent out, and 1,625 personal calls made on the sick and bereaved families. Also 12 wreaths sent to the families of the deceased members of the Dubuque Chapter, in addition to our regular relief work.

The chairman of the Membership Committee reported 228 voting members and 304 contributing members.

A card party sponsored by Mrs. O. Wellman will be given in Temple Hall, corner Ninth and Locust streets, the third Thursday evening in January. Also a dance sponsored by Mrs. Olive Kenefic will be given in same place Thursday evening, February 20th. A cordial invitation is extended to all Milwaukee employees, their families and friends.

Following the business session, Mrs. E. A. Meyer, on behalf of the club, presented Mrs.

F. E. Leonard, our retiring president, with a beautiful hand bag in appreciation of her services.

A social hour, with delicious refreshments, concluded the evening.

Mitchell Chapter

Mrs. Fred A. Rogge, Historian

THE Milwaukee Women's Club held election of officers at their regular meeting in the K. C. Hall, Monday, December 16. Those chosen to hold office for the coming year were: Mrs. A. Herberner, president; Mrs. J. West, vice-president; Mrs. H. G. Kearney, second vice-president; Mrs. J. F. Bohan, secretary; Mrs. S. H. Bruyn, corresponding secretary; Miss Emma Reyner, treasurer; Mrs. Fred A. Rogge, historian. After the business meeting Mrs. Tom McComish presented the past president, Mrs. S. H. Bruyn, with a walnut magazine rack, a gift from the members. A short program was given as follows: Accordion solo by Durant Lyman; violin selections, Miss Ethel Carpenter, accompanied by Miss Reynolds at the piano. The remainder of the evening was passed playing bridge and five hundred. The winners of the prizes were: Mrs. Ted Reese, first prize in five hundred and Mrs. Jack Sundquist, booby prize in five hundred. Miss Florence Paulin, first prize in bridge and Mrs. Jack West won the booby prize.

Good reports from Mrs. Guy Lawrence, Mrs. Peterson, Mrs. McComish and Mrs. Charles Sloan.

A fine Christmas tree donated by Mr. Shelby, agent, was trimmed by Chairman Mrs. Charles Sloan, Miss Emma Reyner, and her committee. Santa Claus came up by the train that was fixed up with lights, and he brought the candy and nuts, pop corn balls, apples and a fine program was enjoyed by all. It surely was fine to see the little tots. We surely appreciate what the railroad men did to make it a success. Mrs. Charles Sloan took in \$5.30 from her stocking collection the last time.

On January 4th the regular monthly business meeting was held at Gladstone Hall. All the officers were present except the corresponding secretary. Reports from various chairmen were given.

Mutual Help Chairman, Mrs. Gus Westman, reported that the family of Mr. Holnberg had a wonderful Christmas. Mr. Holnberg, who has been in a sanatorium for two years is a little improved and was able to go home and be with his family on Christmas day. Baskets of fruit and flowers were sent to others whom the club wished to cheer up at this season of the year. Mr. A. R. Kellogg, who has been ill for many months, has returned to work. Mrs. Elizabeth Hackett is still at St. Mary's Hospital. On the 8th she celebrated her 86th birthday and the club remembered her by sending a bouquet of roses and carnations.

Mrs. David Watson will serve as assistant recording secretary this year.

The following chairmen were appointed by the president: Ways and Means, Mrs. J. F. Etter; Mutual Help, Mrs. Gus Westman; Membership, Mrs. Frank Biesecker; House and Purchasing, Mrs. D. R. Davis; Publicity, Mrs. John Bammer; Social, Mrs. Harry McKinlay; Sunshine, Mrs. W. B. Jackson; Scholarship Fund, Mrs. Sam Shoop.

Our next meeting will be held at 2 P. M., February 12, at the Y. M. C. A. building, 347 S. Van Brunt Blvd.

Our fifth anniversary will be celebrated on February 21st.

Des Moines Chapter

The card party held January 16th in spite of the zero weather was well attended, all present apparently spending an enjoyable evening. The fact that several inquired when they could plan on attending another of our parties leads us to believe that our efforts are really appreciated. Mrs. W. L. Finnicum, our ex-president, has graciously accepted the chairmanship of the Ways and Means committee, and from all indications she will prove herself as efficient a chairman as she has a president.

The regular monthly meeting Friday evening, February 7th, was opened with an encouraging and interested attendance. The principal business of the evening being Welfare Work and Good Cheer.

Our Welfare committee have been very busy during the past months and we are pleased to note that several ladies who are not working on the committee have kindly donated their services. We are sure that Mrs. Elliott, chairman of Relief and Welfare, will appreciate any effort to be of assistance to her and we wish to thank you all for your co-operation.

During the meeting it was suggested that each one present make a special effort to attend the March meeting to be held Friday evening, March 7th, and bring with them at least one member or prospective member. The committee of Programs has generously offered to put forth special effort in preparing a program that will be of real interest to all. Those who care to dance will be furnished first-class music and tables of bridge and five hundred for those whose "Hobby" is cards. Mrs. Price, chairman of the Social committee, has promised us refreshments after the meeting, and if her menu is as good as those she has presented at other meetings, you will not regret being present.

Owing to the fact that we have been called upon for considerable Relief Work during the past months, our treasury is getting low, there have been no definite plans made but we would like to hold a card party in the near future and hope you will all be on the alert watching for the date. Be sure to come and bring your friends, we want to make our Milwaukee Club as famous as the road of which it is a part.

Ladd Chapter

Mrs. Dollie Hansen, Historian

LADD CHAPTER held its regular meeting and Christmas party the afternoon of December 11th with president, Mrs. Chas Taggart presiding.

Following routine of business, election of officers was held. Officers elected for ensuing term were as follows: President, Mrs. Chas. Taggart; 1st vice-president, Francis Truchetti; 2nd vice-president, Mrs. E. J. Cass; treasurer, Mrs. James Bishop; secretary, Mrs. L. J. Cain.

At the close of the meeting a program was rendered—community singing, Christmas carols, solos and several readings by different members—after which various games were played, prizes going to Mrs. Geo. Timm, in the peanut race, and Mrs. Hansen and her team were awarded the prize in the other games, which were greatly enjoyed by all.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE Union Station Chapter held its annual Christmas party on the twenty-fourth of December, between the hours of twelve and two. Apples, sandwiches, cakes, cookies, candies and, of course, coffee, were served to approximately three hundred sixty people. The food that was not used at the party was taken to the hospital on Christmas Day, where it brought happiness and cheer to the patients. Thirty-five Christmas baskets were distributed to members of the Milwaukee family this year.

January 7, 1930, was the date of our first regular meeting of the new year. At this meeting eighty-four members and guests were served a delightful dinner on the balcony of the Fred Harvey restaurant. The meeting immediately followed the dinner with Mrs. J. L. Brown, president for 1930, presiding.

The officers for the year 1930 are as follows:

Mrs. J. L. Brown, president
Miss Hazel Merrill, 1st Vice-President
Mrs. W. R. Dolan, 2nd Vice-President
Miss Vera Snapp, Recording Secretary
Mrs. Dora Hallwachs, Corresponding Secretary
Miss Marilyn McNicholas, Corresponding Secretary
Miss Margaret Pagels, Treasurer
Mrs. O. P. Barry, Historian
Miss Ruth Barrington, Librarian.

It being book night a game of charades was played by the members, the three members guessing the most names of books represented



Bobby Francis, Three Years Old, Son of Yardmaster Earl V. Smart, Kansas City. Bobby has a little Safety First Prayer which he repeats each night: "Dear Jesus, bless my Daddy and my Mama and myself; and make me a good boy. Do always protect my Daddy at his work and bring him safely home. Amen."

were given a very lovely prize. We also had with us Mrs. Anthony French Merrill, whose talk on plays and books was greatly enjoyed by all. Mrs. Merrill, as you all know, has given us several very interesting talks before, and each time we hear her we wish to have her with us again soon.

Marion Chapter

Mrs. J. B. Fosdick, Historian

MARION CHAPTER held its annual Christmas party, Thursday evening, December 19, at the club room, for the children of Milwaukee employees, with an attendance of over two hundred. The hall was beautifully decorated in keeping with the Christmas season, and a varied program was given.

Mrs. John Smith, Mrs. George Hennessey and Mrs. Charles LeRoy were the committee in charge and a Christmas pageant was given by the children of members, under the direction of Mrs. William Holdorf; a quartet of women sang softly behind the scenes, and a kindergarten band played "Boost the Milwaukee."

After the conclusion of the program, Santa Claus came in the regulation regalia and distributed gifts, candy and crackerjack to the children.

The regular meeting held Thursday afternoon, January 9, took the form of a party, beginning with a picnic luncheon served at noon to forty women.

The business meeting was then held and the annual reports given. The club was shown to be in a flourishing condition. Mrs. LeRoy, chairman of ways and means, reported an expenditure of \$282.52 for relief. Mrs. Hardenbrook, membership chairman, reported 224 members. Mrs. Costello, sunshine committee chairman, reported twenty baskets, twelve sent out at Thanksgiving time and eight at Christmas.

The newly elected officers were installed as follows: President, Mrs. Robert Cessford; First Vice-President, Mrs. George Hennessey; Second Vice-President, Mrs. John Smith; Treasurer, Mrs. A. J. Elder; Secretary, Margaret Leming; Corresponding Secretary, Mrs. John Reardon; Historian, Mrs. J. B. Fosdick.

St. Maries Chapter

Mrs. Charles J. Leonard, Historian

THE regular monthly meeting was held in the club house, January 20, and the new officers assumed office, which started the club off for 1930. The new officers are: Mrs. Peter Mickelson, president; Mrs. Charles Conley, first vice-president; Mrs. Wurth of Avery, Idaho, second vice-president; Mrs. Irene Tobias, treasurer; Mrs. C. J. Leonard, secretary. The meeting proceeded in the regular manner. Mrs. Mickelson presented a very pretty vase in behalf of the club to Mrs. C. J. Leonard, who has been the president for two years, for her faithful service. Mrs. Leonard thanked the club for their thoughtful remembrance, which she greatly appreciated. The club is planning several social meetings this year and has increased its membership over last year.

Portage Chapter

Elizabeth Bloomfield, Historian

ON account of the new year's festivities the regular meeting time of the club was postponed until the second week in January.

The yearly report and disbursements of all committees were read and approved. We found that cash in the bank was diminishing so rapidly that it might be wise to start activities to replenish the fund.

Many Christmas greetings received from other chapters were read, also notes thanking the club for kind and generous help at Christmas time, and whenever needed.

On January 12 the executive board met at the home of Mrs. W. Washburn, for the purpose of appointing committees and outlining a plan of work for the coming year, whether to have an annual dance or a series of card parties; the latter meeting the approval of those present, the different committees just chosen were instructed to make plans for each to give a party. Refreshments were served and all business matters settled for the time being, the board adjourned.

Many club members spent the holidays under warmer skies. Mrs. Frick accompanied by her husband and daughter were in Florida.

Our station master, Mrs. F. D. Botting, wife and daughter, spent a month in California.

Mrs. T. McMahon, our treasurer, with her husband, are on a vacation in California, the vice-president, Mrs. Washburn, is spending a few weeks in Gulfport, Miss.

On January 23 the first of the series of parties was given, Mrs. Killian in charge, she and her committee doing themselves proud by the delicious food served and the manner in which they managed the large attendance. Fourteen tables played cards, while many just came for the luncheon.

On Wednesday, February 5th, Mrs. Scott and Ambrose, will have charge of a 6 o'clock bridge tea. Looks as though they are planning on getting the men interested, either socially or financially. Both, no doubt, this being the first social evening affair given by the club this season.

Tacoma Chapter

Mrs. M. A. Seivert, Historian

MORE than seventy members of Tacoma Chapter attended the luncheon given Monday, December 30, the occasion of the annual meeting and election of officers, bringing together one of the largest groups of the year. Mrs. Walter Evans, chairman of the luncheon assisted by Mesdames Buckley, Morrison, McMillan, Williams and Emanuel, had arranged the tables gay in holiday colors.

Preceding the meeting Robert Eccles sang two songs, accompanied at the piano by Howard Larkin. During the business session, interesting annual reports of the various committees were read, including Benevolent Committee which reported eighteen Christmas baskets sent, in addition several needy families were provided with clothing and supplies. Ninety-one personal calls were made.

The Membership Committee is to be congratulated on their splendid work for 1929, which resulted in securing 217 new members.

The Sunshine Committee reported 327 calls; 220 hospital visits; 117 messages of sympathy; 6 baskets of fruit and flowers sent; 126 telephone calls.

The Milwaukee Athletic club showed fine cooperation in contributing a substantial cheque and helping to distribute Christmas baskets.

The Nominating Committee's report was presented by Mrs. Harry Hatch, chairman, and the following officers were unanimously elected:

President, Mrs. F. E. Devlin; First Vice-President, Mrs. Anthony J. Kroha; Second Vice-President, Mrs. Homer W. Williams; Recording Secretary, Mrs. F. E. Kirkland; Assistant Recording Secretary, Mrs. H. E. Jones; Corresponding Secretary, Mrs. Roy Vandenburg; Treasurer, Mrs. Geo. A. Beachwood; Historian, Mrs. M. A. Seivert.

A special evening session was arranged to honor the new officers with members of last year's official family as hostesses.

Miss Jessie Kirkland with Mrs. Harry Micklethwait at the piano closed the afternoon with a group of solos.

The social evening planned by the retiring officers was a delightful affair when on January 15, all Milwaukee officers and friends met in the roof garden of the Masonic Temple.

Mrs. A. DeVere Browning, retiring president, introduced all the outgoing officers and expressed her appreciation of their cooperation and faithful services. The new officers were then introduced and given hearty applause. Mrs. F. E. Devlin, the new president, responded by expressing appreciation of the splendid service of our retiring president and all officers for their part in a most successful year. Mrs. Harry Micklethwait on behalf of the retiring officers presented Mrs. Browning with a gift, a remembrance of a pleasant year's work together.

Mrs. J. Spencer Eccles, accompanied by her daughter, Miss Ardis, sang a group of solos which were thoroughly enjoyed.

The remainder of the evening was spent at cards. At five hundred the honors were presented to Mrs. J. E. Higgen and Hugh McMillan, at bridge Mrs. H. F. Love and Mr. George Pyette received the prizes.

A delicious lunch served by the hostesses closed a most successful evening which was thoroughly appreciated by the new officers.

The first regular meeting of the new year was held January 27. After a delightful luncheon served by Mrs. Geo. Loomis, assisted by Mesdames Herbert Jones, C. F. Negley, F. E. Devlin, Geo. Beachwood, James Corbett, W. G. Densmore, Geo. Felzer, H. J. McMahon and Geo. Pyette, the meeting was called to order by our newly elected president Mrs. F. E. Devlin.

Mrs. A. J. Cook favored us with two vocal numbers, accompanied at the piano by Mrs. F. E. Kirkland.

The corresponding secretary read a letter from the general governing board asking that we start the new year with renewed efforts to increase our membership. Also two very interesting letters from the January issue of our Milwaukee Magazine were read, one "Safety First" by our Vice-President J. T. Gillick, the other by Mrs. E. B. Walter of Miles City Chapter on "The Purpose of the Milwaukee Women's Club," both inspiring letters.

Our president appointed chairmen of committees for the current year as follows:

Membership, Mrs. W. G. Densmore; House and Purchasing, Mrs. F. H. Campbell; Ways and Means, Mrs. H. F. Love; Benevolent, Mrs. Geo. Loomis; Refreshments, Mrs. W. A. Monroe; Social, Mrs. Hugh McMillan, Scholarship, Mrs. C. F. Negley; Sunshine, Mrs. Chris. Schmidt; Program, Mrs. Harry Micklethwait; Publicity, Mrs. A. D. Browning; Telephone, Mrs. F. J. Alleman; Constitution, Mrs. W. L. Keen; Library, Mrs. H. W. Guenther; Auditing, Miss Florence Hall.

The first social affair on the calendar of the new year is to be a card party, February 15, at our club rooms, sponsored by Mrs. C. F. Negley, the proceeds of which will be used for the "Lydia T. Byram" scholarship fund.

Many plans for the new year were discussed. One of our fondest hopes is that we may have our own club house in the near future.

Madison Chapter

Mrs. H. L. Davy, Historian

THE officers elected for the coming year are as follows: Mrs. H. Dittmar, president; Mrs. J. E. Broderick, first vice-president; Mrs. F. Hazen, second vice-president; Mrs. J. Lyne, secretary; Mrs. C. B. Corcoran, treasurer; Mrs. H. L. Davy, historian.

The Madison Chapter started the year's activities with a pot luck supper held on January 16th. About one hundred members were served; half of those present were contributing members.

On January 23rd a one o'clock luncheon was served in honor of the out-of-town members. Following the luncheon the regular business meeting was held; our new president, Mrs. Dittmar, presiding for the first time. A suggestion made by Miss Winnie Fox, chairman of the Ways and Means Committee, to have a series of eight card parties, was accepted by the members. The first of these was held in the club room on Thursday, January 30th, with Mrs. John Hennessy acting as chairman. Bridge and "500" were played. Lunch was served and prizes awarded. A Valentine Party was also planned.

In our new president, Mrs. Dittmar, we find both a winning personality and a capable leader, who, we feel, will make the work of the club for the coming year a success.



Inset: A Vista In the New Freight Car Repair Shop, Milwaukee. Below: Members of the Women's Club and S. O. D. Girls Ready to Serve Refreshments.

Tomah Chapter

Mrs. Herman Lanke, Historian

OUR first meeting for the year 1930 was held in the community room of the public library January 8. The large attendance at the first meeting of the new year in spite of the bitter cold, argued well for the attendance this year.

Whatever the past year may have meant to you, make it dead history. But let the New Year be a living issue. With a big, fresh sponge, dripping with the clear water of forgiveness, wipe clean the slate of your heart.

A wee bit of advice to those who do not attend—you get out of a thing just what you put into it. Come and get acquainted with the wonderful things your club is accomplishing. We now have 63 paid up members and are looking forward to the rest to join.

The meeting was opened by all reciting the club motto, followed by singing "Bells of Harmony." Secretary and treasurer reports were read and approved, other committees gave their reports. The business matters were disposed of, also letters of thanks were read from members who received help, fruit and flowers.

Our president, Mrs. Wm. Brown, then discussed parliamentary law, and read the object of the club and the eligibility. She plans to read and discuss a few articles of the Constitution at each meeting, until we are more familiar with the rules.

Our card party held December 21 was a success, every one present reported a good time. Prizes were awarded in five hundred:

Ladies' prize, Mrs. Christerson.
Gentlemen, Mr. Schadler.

In sixty-six:
First prize, Otto Gebhardt.
Second prize, Melvin Jerdee.
Fan Tan:
First prize, Mrs. L. Brown.
Second prize, Mrs. M. Jerdee.

A few ladies made and donated two sofa pillows, which were raffled at the card party, netting us \$17, clear money. With the \$14.84 we cleared from the card party, we had \$31.84 to add to our treasury. We thank all those who helped in any way.

Tuesday, December 10, the board enjoyed a social and business meeting in the home of our second vice-president, Mrs. Otto Fredricks. The board meeting was to make arrangements for the schedule for the coming year, after which our hostess invited us into her dining room where a wonderful dinner awaited us. After dinner a musical number was rendered by Mrs. Toohy. All departed thanking Mrs. Fredricks for our pleasant evening.

A special meeting was called at the home of our Ways and Means' chairman, Mrs. Wm. Hovey. Her active committee was well represented and ready to help. Their plans are to sell kitchen utensils, also planning a grab bag at our supper, each member is to donate an article for the same.

The Sunshine collection was taken and then we listened to a program put on by the board, Mrs. Brown having charge.

Cedar Rapids Chapter

Mrs. C. A. Hayner, Historian

CEDAR RAPIDS CHAPTER opened the year of 1930 with its newly elected officers with a fine meeting, Thursday, February 6, at which time a fine attendance was on hand to greet the officers and after a very instructive meeting a social hour was enjoyed by all.

For 1930 we have elected: president, Mrs. Pearl Hall; 1st vice-president, Mrs. Geo. McNabb; 2nd vice-president, Mrs. E. F. Pepmeyer; treasurer, Mrs. A. W. Loftus; recording secretary, Mrs. W. R. Edgar; correspond-

ing secretary, Mrs. F. Francik; historian, Mrs. C. A. Hayner.

Our chapter has several interesting projects in view, such as extensive membership drive, both for members and contributing members, and hope to report some results soon in The Magazine.

The regular meeting dates of our chapter are the first Thursday night each month and any visitor in Cedar Rapids is cordially invited to be with us at our club rooms in the Milwaukee Passenger station.

Milbank Chapter

Mrs. George Phelan, Historian

ANOTHER year has passed and one reading The Milwaukee Magazine would think and declare that we were a sleepy chapter, but not so, we are forging steadily ahead and doing many big and good things. Our former historians have been fortunate enough to do a great deal of traveling—hence could not be expected to write for our chapter—however, we shall keep you posted on all of our activities for 1930.

You should see the splendid sign on our club house—made and painted by our company artists—Spencer Baird, Amos Reeves and Clyde Prevey.

Our Christmas party was indeed a great success and we found the husbands and fathers enjoying it as much as the kiddies. Only one handicap, our club house is only large enough for half of the Milwaukee family in Milbank.

The officers for the new year began their work in earnest by having a benefit party as quite a sum of money was needed for immediate relief work. It was a splendid success in every way as many business men contributed to it very generously, even though they could not be admitted.

Our get-together parties, which are held twice a month, are without a doubt a real incentive for all employees to join. We do things to please all who come and try to live like this:

We find the sunny side of all—
Or be believers in it,
We know there's a light in every soul,
And take the pains to win it,
For there is slumbering good in all,
And we find a way to wake it,
Our hands contain the magic wand,
This chapter's what we make it.

Janesville Chapter

Mrs. Louis Michael, Historian

INSTALLATION of officers took place at the first meeting held in January, with Mrs. Willis Taylor as the installing officer.

The new officers elected for the year are: president, Mrs. Albert Hunter; 1st vice-president, Mrs. Ervin Krenke; 2nd vice-president, Miss Blanche Hayes; recording secretary, Mrs. William Bennett; corresponding secretary, Mrs. J. E. Hymers; treasurer, Mrs. Charles Young; historian, Mrs. Louis Michael.

The retiring president, Mrs. George Ryan, was presented with a beautiful pen and pencil set as a token of remembrance of her faithful service to the chapter for the past two years. Cards were played and refreshments served, with Mrs. James Sollinger chairman.

The first regular business meeting of 1930 was held February 4th in the clubhouse with the new president, Mrs. Albert Hunter, presiding, and all the newly elected officers in their respective chairs. With the increasing number of sick among the Milwaukee Family our Sunshine committee reports working overtime. Our Welfare chairman reported having investigated

several needy cases and these families are being taken care of.

The Membership committee reported a very successful campaign with all the old members enrolled again and many new ones added to our list.

The sympathy of the club is extended to Mr. Swan on the recent passing of Mrs. Swan, who was an active member in our chapter until about a year ago when illness confined her to her home.

Our sympathy is also extended to Mrs. Pat O'Gara and family on the passing of Mr. O'Gara. He was seriously injured, from which his death occurred.

The card parties still prove to be very popular, for at the last one we had a "packed" house. The women may have to call on the men to help build an addition to the club house. While we were somewhat crowded at this party, it was practically unnoticed for all were having such a good time.

Two successful card parties were held in January; another one on February 11th, which was a Valentine party. Plans were made for a family dinner party on February 16th, with Mrs. Howard Haffery as general chairman.

A Safety First meeting was held in the club house February 6th, and a cafeteria lunch served to the men by the women of the club.

Following our meeting a short program was given, with Mrs. Mort Kelleher as chairman. Piano solos were given by Miss Catherine McCarty, and several readings by Miss Mary McAuliffe.

A most interesting talk was given by Mr. Swan, who gave a short review of our work, also outlined what we may be able to do in the future. He also stressed the point to try and have an article in The Magazine each month. Mr. Swan presented the chapter with a beautiful console radio. He was given a rising vote of thanks. A social hour was spent and refreshments were served; Mrs. Haffery, chairman, assisted by Mrs. Cooper and Mrs. Tassel.

Aberdeen Chapter

Mrs. C. D. Lundquist, Historian

ABERDEEN CHAPTER'S first 1930 meeting was held on January 17th. Reports by the officers and chairmen of the committees were read. Three new officers were elected to fill vacancies which had occurred since our December meeting.

The meeting was then turned over to our new president, Mrs. H. Odegard, who spoke briefly, asking the co-operation of all the members for the coming year.

Our meeting time was changed to the third Thursday evening of each month, in the hope of getting a better attendance.

It was decided to sponsor a series of card parties and a food sale to replenish the treasury. We are taking care of several needy families.

Mrs. A. H. Adams expressed the chapter's appreciation of Mrs. P. H. Nee's faithful work and presented her with a beautiful serving dish and tray. Mrs. Nee expressed her thanks and promised her support in the future.

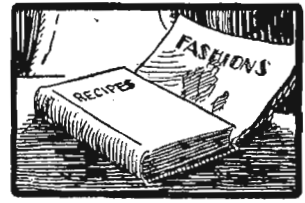
After the business meeting the evening was spent as a card party for Mrs. Nee. Mrs. Gus Rueland and Mrs. Hausen were awarded prizes. Luncheon was served by Mrs. F. Burdick, Owen King and E. W. Hoppe, with Mrs. Odegard pouring.

The committee chairmen are: Mrs. V. M. Reichart, House and Purchasing; Mrs. Fred Burdick, Ways and Means; Mrs. P. H. Nee, Welfare; Mrs. E. W. Hoppe, Publicity; Mrs. C. L. Boland, Membership; Mrs. M. J. Skord, Auditing.

A cordial invitation is extended to out-of-town members to visit our chapter meetings.



AT HOME



Leola Mavis, Daughter of Car Man C. Mommaerts, Green Bay, Wis.



Betty Jane, Daughter of Conductor Fred Breggar, Superior Division.



Doris and Helene, Daughters of Store Department Foreman E. Handlen of Green Bay, Wis.



Lois Hilda, Daughter of Car Man R. Selberg of Green Bay, Wis.



Marion Jane, Daughter of Engineer R. VanHoltan, Superior Division.

A Few Inspirations for the Winter Wardrobe

Elinor

THIS month and next are trying months for the women who want to appear well dressed at all times and during all seasons. They are "off" months and bring uncertain weather — to this part of the country at least.

But we've had enough of dark and heavy winter clothes and we can't suddenly appear in summer clothes, so we must find the right thing for in between.

Everything points toward a colorful, gay season. Silk prints in bright flower garden design are racing neck and neck with bright colored crepes, and the prints are sure to gain a lap or two for early spring wear.

For the dress that is not too warm under a heavy coat and warm enough under a light coat, get a lightweight tweed or wool or a wool crepe in a pastel shade and be sure that it has a cape or a cape collar if it is to be one of fashion's favorites for spring.

Tweeds are being boosted as they never were before. The very lightweight tweed is popular for dresses, a little heavier quality is excellent for suits and skirts, and the heavy, woolly tweed is popular for coating. The suits have three-quarter length coats and frequently have a slight flare in both skirt and coat. Even in tweeds we find the gay colors and all the spring tints except, of course, the colors have the softness that wool material lends.

Skirts are more often flared than pleated and the blouse which this season resembles the old-fashioned shirt waist is worn inside the skirt. The blouses have almost as much variety as the dresses now. The draped neckline, the square neck, the ruffled collar and the bows (which are a popular trimming at present)—all may be used on blouses.

To get back to silk dresses for this "in-between" season, we must remember that although a print is a print and very popular, it must adhere to that which is dictated for spring styles—that is, it must fall from the natural waistline—having perhaps a narrow belt to mark the waistline; it must have a flare—either slightly as in the princess style, or more if godets make the fullness; it might well be trimmed with small bows or with large soft or stiff bows; it must

have an even hemline; and it must be about six inches below the knee. There! Those should serve as the Ten Commandments of the early spring print.

There has been quite a bit of talk of combining grey and tan this spring and it can be done successfully. Just the other day while sitting in Field's Shoe Salon, I overheard a clerk tell his customer that the bluish grey shoes he was showing her were the "new grey shoes to be worn with tan." They are attractive for sport or informal afternoon wear but with sunset the charm of the combination disappears.

Along with other old-fashioned styles which are being resurrected this winter and spring, are the cap and puff sleeves, and the cotton materials. The return to puff sleeves brings the effect of the broad shoulders of the "gay nineties." The short-puffed or cap sleeves give to the afternoon or informal dress a semi-formal, very feminine atmosphere. And that feminine atmosphere is entrancing after the long tailored sleeves we have been accustomed to.

The return to cotton materials began last summer when gingham and piques were brought out, and this spring promises some more, such as figured cotton net and dotted swiss because of course these two materials are strictly feminine and look well only in dainty feminine styles.

Along with the change from strict lines to more feminine lines comes the change from the plain pump to the strap slipper. The strap slipper may have one strap or it may have the more flattering

T strap. It must be pointed enough to look slim and graceful.

For several years some women have been changing from short hair to long but there are still many who will not give up the ease and comfort of short hair for the "bother" of long hair. These remaining "bobs" must no longer be severe. They must be softly curled—no more tightly kinked permanents. A permanent should look like a carefully done finger wave.

Now that winter is ending and spring is not yet here, look over your wardrobes to see if they don't need a little inspiration to perk them up a bit and give them new life. It is probable they will, so give them a bright printed crepe, a pastel tinted wool dress and perhaps a tweed suit and you will be astonished at the hope and possibilities they manifest.



Joseph, Jr., Son of Store Helper Buendsen, Green Bay, Wisconsin.



Wendell, Son of Caller "Jap" DeLaurelle, Green Bay, Wisconsin.



Jack, Son of Switchman C. Holt, Green Bay, Wis.



Billy, Son of Chief Clerk H. C. Ballard, Green Bay, Wis.

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.

6749. Ladies' House Frock. 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 yards of 35-inch material. For contrasting material $\frac{3}{4}$ yard 35 inches wide is required, cut crosswise. Bias binding requires 5 yards $1\frac{1}{2}$ inches wide. Price 12c.

6421. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. To make dress for an 8-year size, as illustrated in the large view will require 2 yards of figured and $2\frac{3}{4}$ yards of plain material 32 inches wide. Without the collar $\frac{5}{8}$ yard less is required. Price 12c.

6746. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size with collar and sleeves, requires $4\frac{1}{4}$ yards of 39-inch material. With collar and without sleeves the dress requires $3\frac{3}{4}$ yards. Price 12c.

6738. Ladies' Dress, with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52

inches bust measure. A 48-inch size requires $4\frac{1}{2}$ yards of 39-inch material. The band facings and sleeve facings of contrasting material requires $\frac{3}{4}$ yard 39 inches wide, cut crosswise. Vestee of contrasting material requires $\frac{1}{4}$ yard 39 inches wide cut crosswise. Vestee of lace edging requires 1 yard 3 inches wide mitred at the center. Price 12c.

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

6760. Girls' Dress with Bloomers. Cut in 3 sizes: 2, 4 and 6 years. A 4-year size requires $2\frac{3}{4}$ yards of 35-inch material. To make yoke portions and band cuffs of contrasting material requires $\frac{1}{2}$ yard 35 inches wide, cut crosswise. Price 12c.

6758. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 10-year size requires $2\frac{3}{4}$ yards of 35-inch material. The plaiting (or frill) on the collar will require $3\frac{1}{2}$ yards of material $1\frac{1}{2}$ inches wide, cut crosswise. A

wrist band and neck bow of ribbon require $1\frac{1}{4}$ yards. Without collar $2\frac{3}{8}$ yards will be required. Price 12c.

6441. Ladies' Apron. Cut in one size—medium. It requires $1\frac{1}{2}$ yards of 40-inch material, together with $8\frac{1}{4}$ yards of bias binding put on as illustrated. Price 12c.

6762. Girls' Undergarments. Cut in 4 sizes: 2, 4, 6 and 8 years. To make the set for a 2-year size requires 2 yards of 36-inch material. Price 12c.

Good Things to Eat

Chop Suey

Remove the breast meat from an uncooked chicken and cut in strips. Melt one tablespoon of butter in frying pan—add the chicken meat and cook two minutes; then add three-fourths cup of celery, sliced crosswise; one onion, sliced and six sliced mushrooms. Cook five minutes and add one cup of chicken stock, one-half teaspoon sugar, one-half green pepper, seeded and cut in thin slices; and one teaspoon flour blended with sufficient cold water to make a thin paste. Bring to the boil and let simmer five minutes. Add two teaspoons of chili sauce.

Chicken Mousse

Beat slightly the yolks of three eggs, add salt and paprika and pour over gradually one cup of hot chicken stock. Cook in double boiler until the mixture thickens. Add one tablespoon granulated gelatine which has been soaked in one tablespoon of cold water. Strain and add to chicken. One cup of blanched almonds, finely chopped, pounded and forced through a sieve. Season highly with salt and cayenne pepper. Put pan in ice water and stir until the mixture thickens, then fold in one cup of heavy cream beaten until stiff. Turn into mould and chill.

Rice Cups

Steam one cup of rice. Cool and mix with three-fourths cup of thick white sauce, to which has been added the beaten yolk of one egg; one-half teaspoon salt and one-eighth teaspoon of pepper. Spread in a buttered pan two inches thick, cover with buttered paper and place a weight on top. Let stand until cold. Turn from pan, cut in rounds, remove centers, dip in crumbs, egg and crumbs and fry in deep fat. Fill with creamed fish.

Poor Man's Pudding

One-half cup of rice, four cups of milk, one-third cup of molasses, one-half teaspoon of salt, one-half teaspoon of cinnamon and one tablespoon of butter. Wash the rice, mix ingredients, pour into a buttered pudding dish, set in pan of hot water and bake three hours in slow oven, stirring several times the first hour to prevent the rice from settling. Serve with hard sauce.

Corn Pudding

Scald three cups of milk and pour over two cups of finely pounded popped corn. Let stand one hour. Add three eggs, slightly beaten, one-half cup brown sugar, one tablespoon of butter and three-fourths teaspoon salt. Turn into a buttered dish and bake in slow oven until firm. Serve with cream or maple syrup.

Graham Cracker Roll. One pound marshmallows cut in quarters; one cup of nut meats, chopped or ground; one pound seeded dates; two dozen graham crackers, rolled fine. Mix all the ingredients together and add sufficient cream to take up the cracker dust. Mix with the fingers and shape in two rolls. Then roll in fine graham cracker dust until they will not take up any more. Wrap in paraffine paper and set in ice box several hours or over night. Cut in slices and serve with unsweetened whipped cream.

The above will serve sixteen.



HELP WANTED!



Foreign Car Disposition

WHILE generally speaking, foreign cars not required for loading are disposed of by returning empty to the line from which received, or when owned by a railroad with whom we have direct connections to the owning line at the nearest junction, a great many empty car miles and considerable per diem is saved by the home route clerks handling the F. C. D. sheets on which the disposition is given.

The subject of economical disposition of foreign equipment was considered by the Committee on Car Service and the General Committee of the Transportation Division, American Railway Association, resulting in the Car Service Division issuing Circular C. S. D. 137 in December, 1929, calling attention of all railroads to the possibilities of further saving through the so-called short routing program. The substance of the circular is as follows:

"In addition to the privilege provided by Car Service Rule 4, and in the further interest of—

(a) Reducing empty car mileage and
(b) More promptly returning cars to the owner, when the service, or home route of a car is circuitous, and loading in accordance with car service rules is not practicable, the following arrangements between railroads are recommended:

"(1) That exchange arrangements be established by roads either on a mileage or car for car basis for disposal of empty cars. Statements to be rendered as desired by interested roads:

(2) To the extent practicable, instructions be issued that no car subject to disposal under Car Service Rule 3 (d) shall be moved in an opposite direction from the home road until authorized by the proper officer;

"(3) When not practicable to dispose of such empty foreign cars under reciprocal exchange arrangements, short routing should be arranged if possible without telegraphing car owner, but when no such disposition is possible, car owner may be telegraphed and should promptly furnish short route record upon request, up to nearest connecting line to holding road."

On the Milwaukee, this practice has been followed for a long time and during the year 1929 over 700,000 empty car miles were saved by ascertaining from our connections or the car owners a home route that enabled us to dispose of the cars with less empty mileage than would have been required had they been returned to the railroad at the junction last received under load.

Two actual examples of the short routing plan follow:

T. & N. O. 7937, located at Sioux City, when reported on F. C. D. sheet

for disposition. On the basis of the record of receipt this car under car service rules routed home to the C. R. I. & P. at Minnesota Transfer, however, on taking up with that road they agreed to accept it from our line at Council Bluffs and accordingly the disposal of car via this gateway involved haul of only 148 miles compared to 397 miles in its return via Minnesota Transfer as received.

Boston & Albany 16045, located at Chicago, having been received from the C. G. W. Ry. at Minneapolis. On handling with the C. G. W. Ry. on advice from that road that they received it from the Nickel Plate at Chicago the car was disposed of direct from our line to that road, which avoided circuitous movement over our line from Chicago to Minneapolis and over the C. G. W. Ry. from Minneapolis to Chicago, which handling would otherwise have resulted in the return of car under car service rules to the road at the junction as received.

The amount of per diem saved through this short home routing is not a matter of record, but undoubtedly helped considerable in reducing our "Car Hire Debit."

Safety Education

(Continued from page 13)

same period had eight. I ask you in all fairness, where is the applesauce? Twenty-five of the 26 fatalities on our railroad this year should be alive today had they carried out the principle of safety only to the extent of 98½ per cent. I ask you, is it worth while?

"So, let us take the proper attitude toward safety education. Let us realize that wiser men than we made our set of rules and regulations which are sufficient to greatly reduce the accidents on our railroad if we will but only learn and obey them.

"Mr. Flanigan says that 99 per cent of our accidents are avoidable, but that only 25 per cent of this number can be prevented by mechanical safeguards. The



George Cohan and George Rector Dine a la Rector on the Pioneer

balance are accidents that can only be prevented and eliminated by safety education of the employe, so when we have observed and assimilated the idea of safety, then, and then only, will the safety goal of our railroad have been reached.

"No movement in education in recent years has taken hold of the imagination and emotions of the railroad men more effectively than education in accident prevention. This appeal to us is due, perhaps, that when we start to talk Safety First, we are talking in terms of saving human lives, for one of our big causes of accidents is lack of safety education.

Twin City Chapter

Mrs. F. P. Rogers, Historian

SPRING flowers and pink tapers decorated the very pretty tea table in the club rooms at the Milwaukee Depot on Sunday afternoon, January 19.

Mrs. R. C. Donehower was chairman of general arrangements; her assistants were: Mmes. Bryant, Kurzeka, Morken and Stanley.

Mrs. C. F. Holbrook had charge of the tea table, assisting her were Mmes. Hack, Lamberg, Anderson, McMahon and MacCallum.

Receiving the guests during the afternoon were: Mmes. Bannon, Cordelia, Scandrett, W. J. Burt, Rasmussen, Bagnell, Galliven, Smith, Scovill, Davidson and Rogers.

Mrs. Mueller had charge of the program. Many guests called during the receiving hours. Mrs. A. A. Kurzeka, our House chairman, had a paint and brush brigade working for weeks brightening up the furniture and adding dainty touches here and there throughout the clubrooms and they did look lovely for the tea.

The board met at a luncheon Wednesday, January 29, in the clubrooms. The hostesses were Mmes. Bagnell, Bryant, MacCallum, Donehower, Gruber, Davidson and Galliven. Reports were read by the various chairmen. Mrs. Scovill urged everyone to do their utmost to make our dance to be given February 20th, a success. Mrs. Hack and Mrs. Smith, the Welfare and Sunshine chairmen, reported the assistance and cheer they rendered to many.

Monday evening, February 2, our regular monthly meeting was held at the clubrooms on Lake Street. The usual business was dispensed with hurriedly as we had Mr. M. J. Flanigan, manager of the Safety First Department, as the guest speaker of the evening. He gave a very interesting talk to a mixed gathering of about three hundred employees and members of the Women's Club.

Mr. Flanigan brought out very forcibly the important part the wives of the employees play in the Safety First movement, the most important suggestion being, the wives send their husbands to work in a happy and contented state of mind.

Representatives of all departments were present at the meeting.

ON THE STEEL TRAIL

Hot Shots from the West T. M. Branding Iron Helen Kirwan

MRS. KARL KRUTT and the reporter for this column took their vacation the first two weeks of the new year and journeyed together as far as the Twin Cities. We took a peep into the Milwaukee Women's Club room at Montevideo. A sister of Mrs. Guy Hotaling accompanied us to Minneapolis on her way to join her husband after a three months' visit here.

I know you've all heard of folks sunburning their tonsils looking at the high buildings, but I bet you never heard of a girl that came near drowning in a snow-storm in Omaha doing the same thing.

Lots of changes when we came back—George Roberts is now clerk in the yard office; Don Swartz on Clara Spear's desk and Marie Blake among the missing.

Dave Haggerty would pick the coldest month in the year to go to California and sun himself on the beaches while the rest of us poor working folks have to plod through the ice and snow and hate the idle rich.

W. F. Corcoran is the new agent at Ismay.

I know we had a news item ready several months ago about Tom Corbett being the new trainmaster here and how glad we were to have him back, and yet how we hated to lose the Manleys. Tom went to the coast for the holidays and brought back his better half and family. The Corbetts have a host of friends here who were glad to see them and welcomed them back most heartily. A. F. Manley is trainmaster at Mobridge now, and we see him occasionally when he comes up on business.

Among the latest departures for California are: Umhoefer, Dunlap, and Richters.

Bill Doherty grew poetic when Clara left, and wrote this nice bit of poetry about her:

Dedicated to TEC'S Stenog:
"Sad was the case of Clara Spear,
Who labored and toiled for many a year,
Yea, worked for more than one trainmaster,
And all will vouch there was none faster.
Now business dropped, and they had to cut,
So to pack up and go there was nothing but—
Yet ere the bullfrogs croak anew,
I know she'll return, and so do you."

Geo. W. Knowles, chief clerk, is contemplating a trip to Seattle to visit the Personal Record Bureau and discuss the work in this department with the Seattle office. J. R. Price, division accountant, is also planning to attend a meeting of division accountants in Mr. Willey's office in Chicago soon.

Mrs. Gillick and the ladies of the Women's Club who assisted her in the Christmas tree program and made such a wonderful success of it, were gratified to learn that they had won a \$25.00 prize offered locally for the most beautiful Christmas tree decorated by any organization. I tell you that Christmas tree was a WOW!

Thanks, Mr. Davies, for your kind words of encouragement about the column. We want to know if the folks like this stuff and if they don't we want to find that out too.

Word from Clifford Alderman, former chief clerk in the Engineering Department here, says he is now a technical assistant with the Shell Oil Corporation, and likes the oil business.

"Cliff," as he was formerly known, left here and finished his course in Chemical Engineering at the University of Oregon. His many friends here are glad to hear of his success.

Mr. C. H. McCrum left here to exercise his rights as engineer on the Kansas City Division. Mr. McCrum was formerly a traveling engineer on this division.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division Nora B. Decco

U—my lan'! Well, for goodness sake, did you ever in all your life see anything act like that streak of mercury in that glass tube everybody keeps looking at? 10 above and 40 below right now, and not only one day but every single day in this whole year? Talk about coal, another one of the unsolved mysteries, though Dispatcher Baker and myself discuss this subject almost every evening, we have not yet decided where it goes to, every pay check, every pay day, more coal, more coal; talk about an unsatisfied monster, if you can beat a furnace—but you all know everything I would say about it, and as one of our daily papers says, that sort of language is not allowed in this Magazine, so I'll go on to something pleasant.

Mrs. Rector, wife of Agent Rector, and her son and daughter have gone to California for the rest of the winter, she uses pretty good judgment we will say.

Engineer John Smeltzer and wife of Lewistown were Three Forks' visitors about the middle of January, it was 30 below zero when they got off the train but it was 30 below when they got on in Lewistown so they didn't have a word to say.

Miss Nellie McCulloch, the popular daughter of Mr. and Mrs. F. A. McCulloch of Bozeman, and Mr. Arthur E. Zjon of Havre, Mont., were married at Tacoma, Wash., December 31st. The bride is daughter of the cashier in the freight house at Bozeman, and both she and her family are all well known here having lived here many years, where Mr. McCulloch held the same position in our freight house. The lucky young man is radio announcer of KFBB station, Great Falls, where they will make their future home. The R. M. Division extends the best of good wishes for their happiness in a long life ahead.

We regret to write of the illness and sudden death of Mrs. W. E. Douglass at her home in Lewistown, January 5th, following an operation. Mrs. Douglass was well known here having lived in Three Forks many years and Mr. Douglass has handled passenger on the main line up to a few months ago when they moved to the northern Montana and made their home in Lewistown. She leaves a young daughter Dorothy, her husband, mother, Mrs. Kading, of this town, and a brother in St. Paul. Mrs. Douglass was a much loved woman and we of this division offer our most sincere sympathy to the family who have lost her.

Mr. Beal, operator on the Gallatin Valley line in Bozeman, has returned home after a quick trip to Walla Walla, Wash., where he was called on account of the illness of his wife. She was operated on and is getting along as well as possible at this time. We hope she will soon be home once more.

Engineer Echard and wife who were east on a visit some weeks have again returned to Lombard, where Mr. Echard is on the helper.

Mrs. Rebecca Wagner, mother of Mrs. Matt Voss, passed away in this city at the home of her daughter after a few days of illness, January 13th. She had been here only a short while having come from Mobridge for a visit with Mrs. Voss. She was 77 years of age and leaves, besides Mrs. Voss, four other daughters and two sisters in the east. She was buried in Springville, Iowa, and Mrs. Voss and a sister, Mrs. Ora Miller of Mobridge, accompanied the remains to that place. We offer this sorrowing family our deepest sympathy.

Mr. and Mrs. Heir have returned from California after a few weeks' visit with friends and relatives in that lovely, nice, warm, comfortable state, can you beat it? I suppose they didn't believe what we told them.

Engineer and Mrs. J. J. Flynn have returned from a trip to Bozeman, where they were called on account of the illness of their daughter Martha. She was operated on and is doing nicely. We all hope she soon recovers and is back in school well again.

Conductor Earl Wilson and wife have returned from Kansas where they visited over the Christmas holidays. Mr. Wilson has taken the run Conductor Rogers was on, Mr. Rogers having gone to California for the winter. There you are again. Nice state, that.

Dispatcher Josephson's family have gone to California. Operator Whaley has gone to California—about every other person you see in town is going to California. Wonder what the attraction is. I'll have to see what Dispatcher Baker says about the coal bill.

Mrs. Lieb, wife of Engineer Lieb, is on the sick list but is better the last we heard. Was a patient at the local hospital for a few days.

Fireman Earl Lefever has returned from a few weeks in New York state where he has been a student in the Guggenheim Aviation School in New York City.

Brakeman Fred McAndrews and family have gone to California where they have a piece of land and will grow some orange trees and other things we can't do so very well with here on account of—well, you know—extreme and quick changes in the temp. yes'm.

A sad accident occurred the evening of December 28th when Jake Berquest, a carpenter in the bridge and building gang of Pete Oleson, while riding with James Houston, was killed when their car left the road near the Logan Hill, overturning on both men, and, although Mr. Houston was not much hurt, Mr. Berquest died shortly afterward in the local hospital. He was taken to Moline, Ill., for burial and is survived by a sister near there. We offer our sympathy to her.

Returning from a Christmas visit with relatives the last of December, we were glad to say howdy to our old friends Mr. and Mrs. Guy Sampson, who were looking as well and happy as ever and said they enjoyed the scenery out this way. Good thing they came through when they did, they couldn't see it now.

Fireman E. V. Bennett, who has been sick for the past two weeks, has been taken home from the hospital and is getting along fine now.

Red Hot Coals from the Racine and Southwestern Division

Leonard J.

THE Beloit Chapter of the Milwaukee Women's Club gave a dance on Saturday evening, February 8th, which was very well attended. Punch was served by Mesdames Black and McIntyre. Quite a few of the dancers were taught the steps of the square dance, ably called off by Mr. J. Hohenthauer. Good time had by all—N U F F said.

A very large Safety First meeting was held at Beloit on Monday the 10th, about 80 of the division employees were present. The meeting was opened by Superintendent N. P. Thurber, and safety suggestions asked from each one present. M. J. Flannigan, of the general office, Chicago, and manager of the Safety Department, gave a very inspiring talk on safety and prevention of accidents. Safety Supervisor J. L. Bauer, who has charge of the safety work on the South Western gave a talk on the prevention of accidents and what the Milwaukee has accomplished in decreasing the claims and lost time of employees and what they will do in the coming years. The work of the Women's Club in helping in the safety move was lauded by Mr. Flannigan. He stated, "When we start anything and fail, the Women's Club comes to our rescue and puts the deal over, that's one of the reasons I am behind them."

This safety idea is a wonderful thing and we should all stop and think about the welfare and safety of our fellow workers, perhaps a word from us will correct a bad practice on some person's work, and make him immune to accidents from that particular source. It's up to each and every employee to do his bit—LET'S MAKE THE MILWAUKEE THE SAFEST RAILROAD IN THE UNITED STATES TO WORK ON AND TO TRAVEL ON.

Mrs. L. J. Lightfield attended a banquet at Green Bay the latter part of January. It was sponsored by the Green Bay Chapter of the Women's Club, and was termed a safety rally. Short talks on safety were given by various officials and after this, dancing took up the remainder of the evening.

Ray Nevins, our genial storekeeper, was married at Dubuque, Iowa, to Miss Dorothy Muir, daughter of Mr. and Mrs. Sam Muir (Mr. Muir is machinist at the Dubuque Shops), on January 18th at 7:30 A. M. In interviewing Mr. Nevins on his return from his honeymoon spent in the east, he informed us that the day he was married was the coldest of the year, 26 below the zero line—I don't believe it was the cold that made his knees shake—however, that's his story and he is going to stick to it. Anyway the gang did not try to kidnap the bride. Ray says he wishes to thank the boys at the Beloit roundhouse for the warm reception given him on his return and for the grocery shower. The happy couple are residing in Beloit in a cute home on White Avenue and the gang are all glad to see you in our midst. Best wishes to you both, from the Racine and South Western.

It's getting time again to build our plans for our third annual picnic. Let's get going and make it bigger and better, if that is possible.

Someone in Madison is kidding the writer about getting skins together to make a new fur coat. The only thing lacking is a fox collar, and I wonder if Mr. Cox can supply this deficiency.

I understand that the Madison ticket office is very much disturbed over the fact that we used our Christmas tree after the holidays as an exercising tree for the patrons. Very sorry the tree was not large enough to accommodate those who might make use of it in the capital city—but the total pressure it could stand was only

forty pounds per limb, and much too fragile for use at Madison. MR. COX TAKE NOTE.

F. A. Matson, politician, statesman, prognosticator and passenger conductor, has resumed his role of escorting the senators to and from Madison. Ike Homewood, our depot inspector, has issued instruction to get the passengers out of the station just as soon as you hear his train whistle, as he loads up the baggage and departs in very short order. SAYS YOU—

See the latest in men's pants. Call on Mr. Fessenden and learn just what is the proper thing to wear, and why.

Several bowlers from Beloit are planning on attending the bowling convention at Kansas City in March. Those in line now are: L. J. Lightfield, J. Cioni, Fred Miller, Bob Smith, Gerald Leahy, Chris Hoogland, Flip Hannaford, Frank Cluskey, Doy Miller and Peter Clark and Ray Cook. We are trying to get Wm. Smith to chaperon the gang. Some of the ladies may go, but their names are not available at this writing.

HERE ARE THE EXCERPTS FROM ROCKFORD

You'll Admit He's No Coward

On December 9, 1929, our general clerk, John Pontius, while out in the yards sealing cars, discovered a fellow twenty-three years old, pilfering S.F.R.D. 19152 oranges, on our team track.

This fellow had a small two wheeled cart which contained two boxes of oranges and a gunny sack of oranges, also several loose ones in his wagon. Mr. Pontius brought the fellow into the freight depot as well as his plunder and turned him over to the police. Mr. Houston, assistant agent called Geo. Layton, captain of police of our road at Savanna and Mr. Meyers, police inspector, was on the job the following day to take care of the case.

We consider this very fine work on the part of Mr. Pontius and he is deserving of special commendation for this act.

January in February

Well, we had our January party in February and as it was a hang over, we held it early in February so it wouldn't get dizzy and ruin itself before we had an opportunity to enjoy ourselves.

Harry wished it to be known that our chicken returned with sixteen legs. We guess he doesn't believe in fairy tales.

In addition to chicken we had head lettuce salad, rolls and coffee, olives and ice cream and cake and oh, yes, potatoes au gratin; what that was we didn't know, but the name led us to believe that it must be potatoes masticated with false teeth and served with tankage, but when dinner was served, we found these potatoes to be delightful, and also learned that this was a French dish, and surely praised the French chef for concocting such table dainties.

We had the pleasure of having our board graced by Mrs. Johnson, Mrs. Houston and Mrs. Hill, the wives of our local officials.

After the dinner hearts and five hundred were played to the tune of radio music. We know that Rose had all the hearts but there is still a great deal of doubt as to who won at five hundred.

Thanks, Geary, we sure enjoyed the radio and appreciate your efforts to make our parties a success.

Wait until you see the pictures Mr. Hyzer took of us. Oh, yes, the bottles were there but we couldn't get the corks out.

Personals

We didn't suppose anyone would try to run a Ford, especially a green one without gas but that is what Clara, our car clerk, tried to accomplish.

Oh, no, she isn't Scotch, she is Irish. We only supposed such people were found among the wearers of the plaid.

Mr. C. A. Brown, our genial traveling auditor spent the last week of January with us and succeeded in checking us up in more ways than one.

On January 14th, Mr. Arthur Anders fell and cracked his rib and it was necessary for him to be off for about a week, but we are all glad to see him back again.

January 31st was the seventh wedding anniversary of Grace Kampmeier. Do we hear you say how could any man live with one woman so long? You would think different if you knew Grace.



The Old Brisbois House

PRAIRIE DU CHIEN, WISCONSIN, is a little city, rich in historical associations, nestling among picturesque bluffs on the banks of the Father of Waters. By reason of its location, on the Mississippi at the mouth of the Wisconsin River; Prairie du Chien has always been considered a gateway to the west.

In 1780 at the age of twenty-two years, Michael Brisbois, a French Canadian fur trader, settled here. He was born in Maska, Canada, in 1759, educated in Quebec, but the lure of the golden west called to him, and with Joan Jacob Astor he formed what was known as the Astor Fur Trading Company.

Prairie du Chien was an important post for Indian trade. It was considered neutral ground, where different tribes might visit in safety to exchange their furs for provisions, guns, powder, etc. Tea sold for eight dollars a pound; flour, six dollars a hundred; eggs, one dollar a dozen and calico twenty cents per yard.

On August 8, 1796, Michael Brisbois married Domitille Gautier de Verville; who bore him four sons. In 1815 he chose a large Indian mound on the banks of the Mississippi and proceeded to erect an eleven-room white stone mansion. The stone quarried from the Iowa hills across the river was brought over in barges. The rock all hand cut; oak timbers used in the building were also hand hewn. Nails were unheard of at that time, therefore wooden pegs were used for the entire construction. The mortar was made from crushed clam shells, and after a hundred and fifteen years it holds the stones so securely that it is almost impossible to chip them apart. At the time this house was built there were no stoves in the state, and four fireplaces were built and used to heat the entire house. At that time it was the finest house in Wisconsin and the only one of its kind.

In 1829 Mr. Brisbois became blind and died in 1837. At his request he was buried on a prominent bluff back of Prairie du Chien. Tradition says "That he might look down on his enemies."

A great great grand-daughter of Michael Brisbois lives in the residence at the present time. This is the oldest stone house in the state of Wisconsin.

I. & D. Items

M. G. B.

SPRING is coming, we are sure of it! For instance, the days are getting longer (or do they just seem that way?) Dickhoff is thinking (and talking) about fishing, Carl Donovan has some new boots, Julius has a new car, there is talk of camping, golfing, riding, etc., and besides we are all getting tired of snow, cold, ice, work, and galoshes.

Mr. Carl Donovan, chief yard clerk, is the proud father of a baby boy. Everybody got cigars.

Mr. F. H. Dickhoff, the genial yardmaster, is the proud owner of a new Marmon. No cigars passed around, however.

W. H. Woodhouse ordered some flowers sent to Rapid City. News from the observing eye.

S. J. Bartleson, section foreman at Spencer, was undergoing treatment at the Mason City hospital, week of January 12th, on account of eye trouble. We understand he is considerably improved.

Nell Carney, of the master mechanic's office at Mason City, underwent an operation January 17th, but we are glad to hear that she is now able to be up and around, and we hope, will soon be back on the job.

Conductor and Mrs. M. M. Burns, of Sanborn, left January 22nd for a two months' visit with friends at Los Angeles, Calif.

Mr. and Mrs. J. C. Wiley, of Sanborn, left January 18th for California, to visit friends.

Conductor W. H. Stewart and family are now visiting at Pasadena, Calif.

Conductor J. C. Peterson is now on Nos. 11 and 22 while Conductor M. M. Burns is laying off.

Did you see Carl Donovan's little boots on January 15th? At several different times he was seen out in the yard apparently delivering a switch list. When he returned he said his boots would work just fine in deep snow, if they were a little higher. True, Carl, true!

W. G. Powrie, of the Engineering Department, was transferred to Chicago, February 1st.

Mrs. Elias Kelroy is working in the master mechanic's office at Mason City in place of Nell Carney, who is off duty on account of illness.

Mr. C. A. Montgomery, roadmaster at Mason City, has been off duty on account of illness, but we all hope to see him back on the job before long.

Mark Ramsey, dispatcher at Mason City, is now back to work after being off on account of illness.

Very quiet around the Mason City yards lately, this must be on account of A. L. Kirby being laid up.

Mike Barry, store helper at Mason City, is now back to work after being off duty on account of illness.

You should blow your own horn, Eddie. Don't be so modest, tell the folks about your accomplishments along the culinary line. Yes, ladies and gentlemen, The Flaming Youth was not only Car Secretary but also Chef, and Chief Bottle Washer on his last trip along the line. He does look rather thin and worn, doesn't he? It isn't from overwork, though; it's from his own cooking.

Vance Macha, section foreman, Girard, returned to work February 10th, after being off on account of illness.

Sympathy is extended to the family of C. H. Wiley, conductor, who died February 8th, at Upland, Calif. Mr. Wiley was born June 25, 1861, at Monmouth, Ill. Thirty years ago he came to Mason City and has been employed by this company as conductor since that time.

A month ago he went to California to visit his sons and contracted pneumonia, of which he

died, within a week. His body was brought to Mason City for burial.

T. H. Burns has been appointed agent at Postville and A. M. Choate has been appointed agent at Jackson Junction. Bids are now open for first trick at Charles City.

F. M. Germscheid is acting as relief agent at Hutchins.

Chinese pheasants have nothing on owls when it comes to busting in on glassware. An owl recently smashed through Charles Sifert's cupola window and since this time Sifert's crew is acting pretty wise. What did the wise bird say, Charlie?

Sympathy is extended to Theo. Pattschull and family on the death of Mrs. Pattschull, who passed away January 28th.

Mrs. Guy Davis returned recently from a trip to California. We all missed her and are glad to see her back, and all the more because she has such interesting things to tell us about her trip.

J. A. Woonas, yard foreman at Mason City, who was off duty on account of illness has returned to work.

Jacob Hanapel, carman at Mason City, passed away February 5th. Sympathy is extended to his family.

Floyd Phillips, of Mitchell, has been making a few trips on the East I. & D.

Steel erecting crew working at Bridge R-692 near Every the week of February 10th.

Kansas City Division

C. M. G.

SECTIONMAN W. W. RICHARDSON of Laredo, died recently at his home, his death being due to a complication of diseases.

Cranston station was closed on February 1 and W. G. Davis assigned temporarily to the agency at Highland, Ia.

On the afternoon of February 7, the chief dispatcher debated for one and one-half hours as to whether to go to Washington on train No. 8 or to attend the Elk's feed, and did not make up his mind definitely until after the departure of train No. 8.

Concrete Foreman L. B. Larson was promoted to the position of chief carpenter on West Iowa Division, headquarters at Perry, Iowa. Glad to hear of this promotion for Mr. Larson, and certainly wish him success in his new position.

Dispatcher John A. Sanford, now "Papa Sanford," passed the cigars and candy in celebration of the arrival of a son, John Joseph, born on February 3.

Lacey Hayes, section foreman at Sigourney, is very ill with pneumonia.

Track and B. & B. forces on the Kansas City Division worked two entire months without a "lost time" or a "reportable injury."

Picture this—Kansas City—one cold February night—Main Street Theatre—lobby crowded—one hour wait—inside temperature "too hot"—were those heavies too heavy?—see Chief Carpenter Evans.

C. F. Johnson, agent at Elmira, has been assigned to third trick operator at Washington.

Ice gang has completed the job of storing ice on our division and put up about 2,500 tons of ice at Ottumwa.

Jerry Long of the dispatcher's office, visited in Chicago for several days in the early part of February. She was relieved by Mrs. Clifford Riley.

Engineer, water service, C. H. Koyl, has completed installing a new water station at Washington, Ia.

During January occurred the death of Michael O'Brien, pioneer resident of Ottumwa. He had been an employe of the Milwaukee Railroad, most of the time as section foreman, for forty-two years. Mr. O'Brien was born in

Ireland and had spent 64 years of his life in Ottumwa.

Rodman Keith Lowe, with his curly hair and pre-reformation Ford, is the real sheik of the K. C. Division. His car is claimed to have an exceptionally good pick-up, recently it was two blondes and a brunette. It is a can't-afford in the winter and the Big Black Closed Job is now put up until the arrival of spring.

R. A. Mills died at his home in Ottumwa on January 22. Besides his wife, he is survived by one daughter, Mrs. Tony E. Payne, and two sons, Jay Mills of Ottumwa, and Cecil Mills of Chicago. Funeral services were held from the Jay funeral home and burial made in city cemetery in Mt. Pleasant, to which the funeral cortege proceeded after the services held in Ottumwa.

One of the Kansas City Division ex-employees has risen to a position of prominence with the Milwaukee Railroad. Wm. Shea of Blakesburg, Iowa, has been appointed assistant engineer of maintenance of way. He has been an employe of our railroad for forty-five years, all of which time has been spent in the track department. In January, 1891, Mr. Shea was appointed roadmaster at Ottumwa, and in 1909 he was made district general roadmaster. Here's success to him in his new appointment.

On Saturday evening, February 8, Mr. and Mrs. A. L. Love entertained the following roundhouse officials at a bridge party in their home on Chester Avenue: Messrs. and Mesdames H. L. MacCaughy, H. L. Kreamer, Norman Hopp, and Division Storekeeper G. C. Sheridan and Mrs. Sheridan. Prizes for high honors were awarded to Mr. and Mrs. Kreamer and the consolation prize to G. C. Sheridan. A two course luncheon was served.

Due to some oversight the announcement of the death of Mrs. Lukins, mother of Mrs. W. C. Givens, was not published. Mrs. W. E. Lukins underwent a surgical operation on September 13 at the Methodist Hospital in Sioux City, Iowa, and was still a patient in the hospital at the time her death occurred, on the morning of September 24. The funeral services were held on the afternoon of September 26 at Samuel Brothers Funeral Home in Sioux City and the interment in the Logan Park Cemetery. Mrs. Givens has the sympathy of her many friends and acquaintances on the division in the loss of her mother.

Wisconsin Valley Division Notes

Lillian

WILLIAM F. KRAUSE, son of Engineer and Mrs. Krause, who graduated from the Wausau high school in 1924 and is now a senior at the state university at Madison, was elected a member of the Phi Kappa Phi, honorary activity and scholastic fraternity at Madison, being one of seventy-three students so honored.

Mr. and Mrs. Otto Zander entertained a number of their friends at their home at a linen shower in honor of their son Harry Zander and wife, who were married December 27th. Cards were played during the evening, and refreshments served later. Harry Zander was formerly employed as fireman on the W. V. Division but is now employed as fireman with the C. & N. W. R. R. Mr. and Mrs. Zander departed for Fond du Lac where they will make their home.

Miss Mable Sutherland, daughter of Mr. and Mrs. Oscar Sutherland, was united in marriage with Alfred W. Lohrey on Saturday, January 25th. Mr. and Mrs. Lohrey departed for a visit by auto to Tomahawk and Rhinelander. Upon their return they will make their home at 310 Park Avenue, Wausau.

Conductor John S. Biringer, while receiving treatments at St. Anthony's hospital in Oakland, California, recently, contracted a severe

case of small pox and was removed to Highland hospital, where he was seriously ill for about ten days. As soon as his condition improved he and Mrs. Biringer planned to go to Los Angeles, where they expect to remain several weeks.

W. P. Hauser, general agricultural agent for the Milwaukee Road, spoke to the Kiwanis club recently, the event having been scheduled as a farmers' get-together meeting, which did not pan out well because of the big snow storm which kept the invited farmer guests at home. Mr. Hauser explained his work with the road, in which the company is endeavoring to promote agricultural interests along the road by educational means and better farming methods. He is a great believer in 4-H club work, but does not see how the work can be properly conducted without the aid of a county agricultural agent, in which he firmly believes.

Miss Helen Dexter entertained some of her little friends at a birthday party last Saturday. A delicious lunch was served and they all report a most delightful time.

Do you know that Wausau stands in eighth place in the amount of pounds of L. C. L. freight handled during the month of December?

Byron Thiel, formerly clerk in the Store Department has accepted a position as bill and voucher clerk in the superintendent's office at Green Bay, and has moved his family to that city. Needless to say, Byron, it is dreadfully lonesome and that we all miss you, but we hope you will like the change and that your new co-workers will treat you as we would want them to do, and do not forget to come up for a handshake once in a while.

B. L. Lynn, agent at Port Edwards, passed away at a hospital at Madison on January 13th. He was ill for about a month and news of his death came as a great shock to his many friends. Wisconsin Valley Division employees extend sympathy to Mrs. Lynn and family.

Mr. John T. Loftus and son, Daniel, were on the division for about ten days with the snow spreader, and called on the office force while in Wausau. Mr. Loftus was formerly roadmaster on the division and both he and Dan have many friends here, and their visit to us was very pleasant.

John Zander was forced to return to the Memorial hospital for a second operation. We understand that he is getting along very nicely and hopes to be able to return to his home before very long.

Mr. and Mrs. James Smith are the proud grandparents of a new baby born to their daughter at Tomahawk. Oh that was the reason, Jim, that the smile just couldn't wear off.

Mrs. Roy Minton passed away very suddenly on January 29th, after an illness of only one day. Burial took place at Merrill. Sincere sympathy is extended to Mr. Minton and daughter by the Wisconsin Valley Division employees.

Mrs. Oscar Frazier passed away at her home on Saturday, February 1st. Her death was a shock to her many friends, as it came very suddenly. Burial took place at Merrill on Wednesday afternoon. Sympathy is extended to Mr. Frazier and family by the Milwaukee employees.

Letters and cards have been received from Mr. and Mrs. J. Horn, who are spending the winter in Florida and from all reports they are having a wonderful time and improving in health.

Mr. Fred Blanchfield secured the agency at Port Edwards and the transfer will be made about the 15th of February.

During the month of January, 1930, we handled 1,632 cars of logs, while during the same period in 1929 we handled 1,261 cars, an increase of 371 and a prospect for a nice increase for February. We are getting a great many logs from the C. & N. W. Railway at

Wausau for Mosinee and Brokaw, and about 6 to 10 cars per day from the Soo Line for Rothschild. This helps very much to build up tonnage for our trains.

The usual happy faces put in their appearance for the Safety First meeting yesterday, which was held at the club house, at Wausau. The attendance indicates that the meetings are looked forward to, and of interest to all classes of employees.

Mrs. Fred Fredrickson, wife of section foreman at Star Lake, went out to feed her chickens one morning and found a young deer about a year old feeding with the chickens. It wandered into the yard during the night and found its way into the chicken coop where it seemed quite content. It was fed, taken care of, and later released. This is the third deer that has been reported as having wandered into the town of Star Lake.

Dubuque Division E. L. S.

ANOTHER one of Dubuque Division's B. & B. foremen passed away recently, Martin Galvin. His death occurring on December 17. He was very ill a week or two before his death, but otherwise he seldom missed a day from his work, up to the last year or two, when he was promoted to position as general bridge foreman, Chicago. Mr. Galvin headed the 1929 seniority list with a date of 1881. Our sympathy extended to his bereaved family.

Word was received here of the death of Mrs. T. F. Hyson, wife of former Roadmaster Hyson, who passed away very suddenly at Mauston, Wis., her home. Death occurred December 18th and funeral was held December 21st. Friends on this division extend sincere sympathy to Mr. Hyson.

We welcome Ray Koppes, a new clerk in the superintendent's office since November 18.

The flu and some bad colds have had hold of almost everybody around here lately. Dispatcher W. O. Wright was laid up a few days with the flu, and Mr. Crawford also had a siege of it, and others suffered more or less with bad colds.

Holiday passenger conductors for the season now past were: L. E. Dunham, C. A. Ross, W. S. Hartley and O. E. Dana.

Way freight service on the north end has been changed to run from Dubuque Shops to LaCrosse and LaCrosse to Dubuque every other day, instead of having the runs split which has been in practice for some time.

Superintendent E. A. Meyer and C. E. Kinney, Chief Clerk, attended the funeral of Mrs. B. F. Van Vliet at Monticello, Iowa, December 24th, where interment was made.

Our division had their first bad snow storm this winter on January 9.

We received word from Marion, Iowa, January 8, that Geo. Snyder, B. & B. paint foreman, is very ill in St. Luke's hospital at Cedar Rapids.

We are quite elated about our record on Safety First, as our Division went through the month of December without an injury occurring to anyone, and hope that our record for 1930 will be ever so much better than it was in 1929.

We hear from our friend John Arensdorf, secretary to Mr. J. L. Brown, every once in a while and glad that he finds the time to drop us a line occasionally. We also thank you, John, for your nice Christmas greeting, and wish you "the same."

Fireman A. B. Koch is very seriously ill at Mercy Hospital at Dubuque on account of being in an auto accident which happened a few days ago.

Track Department employees have been cutting brush on the right-of-way on lower end

of Dubuque Division. Work started December 1st and will be continued until all is cleared away, and when finished ought to look like our nice, new, wide street in Dubuque, Central Avenue.

We have a new water tank at Dubuque Shops 16x24 feet, which will supply water system at Dubuque Shops, saving the expense of using city water. Work was completed December 28th.

Mike Gassman has been promoted to section foreman on Section 5 at Spechts Ferry, and Emery Roe assigned to Section 9, Dubuque Shops, in place of Thomas O'Rourke, retired on Pension.

The new Sno-Go machine purchased for the Cascade Line has been taken out three times this winter, and has not experienced nearly so much difficulty in keeping this line open this year so far.

T. F. Hyson stopped at Dubuque Division offices to see us while en route to Des Moines Division, where he now holds position as roadmaster.

Our division went through another month without a personal injury. This makes the second consecutive month, as we did not have a reportable injury in December either.

Geo. Mahood, passenger brakeman, who has been on leave of absence for about one year, has again resumed service as a train baggage-man on this division. Mr. Mahood injured his knee cap while off duty last year during February, but has now almost completely recovered. He walks without the assistance of a cane and not even a slight limp is noticeable. We are glad that he is again able to be about his duties.

Conductor L. E. Dunham has taken the way freight run again on No. 94 and No. 95 between Dubuque Shops and La Crosse. He has given up his assigned run on 66 and 67, and this run has been taken by W. S. Hartley.

Mrs. E. Hurley, wife of Agent Hurley at LaCrosse, underwent a serious operation at La Crosse hospital the latter part of January. We sincerely hope for a speedy recovery.

Sympathy is extended to W. F. Keefe, whose father died at Jacksonville, Ill., recently. Also, to Engineer E. A. Nicks, whose beloved wife passed away at Finley Hospital, January 30th. Interment was made at Waukon, her former home.

Mrs. Sarah Buck, aged 83, mother of Mrs. E. A. Meyer, passed away at the home of Mrs. Meyer, January 22nd. She was an active member of the Dubuque Chapter of the Milwaukee Women's Club. Sympathy is extended to the bereaved members of her family. Interment was made at Spencer, Iowa.

Mr. E. J. Crawford, chief dispatcher, treated the girls at the superintendent's office to a sauerkraut dinner at Masonic Temple, February 5th. There's nothing we like better—except more sauerkraut! Thanks again, E. J. C.

Mr. Geo. Snyder is still on the sick list, being confined to his bed at the home of his brother at Ottumwa, Iowa.

Tacoma District Accounting Bureau

R. R. Broadcasting

MR. GEO. PYETTE has returned from a recent business trip in Chicago and a visit with his sister at Appleton, Wisconsin.

Frank's "Iron Horse" froze up during the cold spell. He and his passengers have substituted the street car.

Cal Snyder and Clarence Turner were on the sick list during January. Glad to report them both back on the job again.

The mercury doesn't rise fast enough for G. S. Bell; his golf is getting slack, but says

The New York Trust Company

Capital, Surplus and Undivided

Profits \$45,000,000

TRUSTEES

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

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

you can't play on frozen ground. How do we know?

W. Morton Eshelman sojourned at the Winthrop Hotel during the severe cold spell on the coast. Mrs. Eshelman spent the season south in warmer climes.

Tacoma was honored with visitors from Hollywood, Helen Chandler, Geo. O'Brien, Antonio Moreno with a complete cast for a picture to be made at Longmire, in Rainier Park. While in Tacoma they were located at the Winthrop Hotel.

We are glad to report the recovery of Mrs. R. G. Baughn from injuries received by a fall during the snow season.

Helen and Ruth Amidon, Helen Maxwell and Evelyn Smaby spent the week-end, February 1st and 2nd, at Rainier Park. They tobogganed and took part in all the things of merriment and report a wonderful time.

Ann Johnson motored to Seattle, February 2nd, spent the day with friends.

What is Frank Opie's power over the ladies? The only trouble is he is partial, in fact a few of the girls have been trying to get peeved at him, but they just can't do it. Frank lives out at Hillsdale, for one reason only, and that is to keep away from the ladies. He even drives to work through the alleys. Wish he would give the secret to the rest of us boys.

For towing service on short notice call A. E. Long. Please bring your own tow rope. References furnished by H. E. Hatch.

Ruth recently brought a pie to the office to prove that she knew how. All reported her an A-1 cook.

La Crosse Division Items

Eileen

F. P. M. received a Scotch Christmas present. It was not of the liquid variety as one might be led to believe, but feathered. The huge box, well packed and labeled, was said to contain a Scotch parrot. Said parrot, however, turned out to be an owl, whose spirit had long since joined his ancestors in birdland's happy hunting ground, but whose body had not yet been interred.

Mr. and Mrs. S. M. Fiddler announce the birth of a son at Oconomowoc on January 10th. Mr. Fiddler is operator there.

Westby, on the Viroqua Line of the La Crosse Division, is bidding fair to become one of the ski centers of the United States. On account of the physical characteristics of the country, it is particularly well suited to this sport, and skiing has become the favorite pastime of the residents there. A very fine ski jump has been built and the coming years will no doubt see many championships decided there.

Understand the roadmasters keep rather a close eye on Signalman Marquardt since they missed some of their 100-pound material which was found in Marquardt's bag after he had dropped it on the floor and taken a sizable nick out of the boards. The truth will out, however, and it develops someone with a strong inclination to practical jokes, stuffed his bag with the iron bar.

Mr. and Mrs. Jim Blaauw are very proud of a baby boy born January 11th at Portage, where Jim is employed as operator.

Erick Kuhnke and Gus Zielke are having a good time in California just knocking around and enjoying life generally. Roadmaster McMahon has just returned from his vacation spent in California and the west.

Mrs. Byron Davies, mother of Ethel Davies, stenographer to chief clerk, passed away at her home in Portage on January 26th after a brief illness. We are sorry indeed, to hear of this.

We have had a number of special train movements this month, among them the German

Opera Co. and Orchestra, moving Milwaukee to La Crosse, en route to St. Paul; St. Olaf Choir returning to Northfield, Minn., after an extended eastern tour; the Minneapolis Symphony Orchestra, Milwaukee to La Crosse, on their midwinter tour; the delegates of the International Society of Master Painters and Decorators, en route to a convention at Minneapolis, from the eastern states, and the Master Builders were handled Milwaukee to Madison.

A daughter was born to Mr. and Mrs. Rudy Rost on January 12th. Rudy is a La Crosse Division fireman. Mr. and Mrs. F. T. Ross are the parents of a daughter born at La Crosse on January 12th. Mr. Ross is an operator there.

Scoop Smith on February 9th went on a little jaunt to Kilbourn to look over the prospects for arbutus in that vicinity. Scoop had no advance notice of the snow-storm, and we are sorry to say he found no arbutus.

Ember, Cliff and Bill attended the auto show at Milwaukee in a body, and in wandering around they were much attracted to a Buick roadster. A beautiful and charming young lady was standing by the car looking it over closely, when Bill exclaimed, "Gee! Ain't she a peach?" (meaning the car, of course). The little speech, however, was not entirely discreet for it became necessary for him to explain that he meant the car.

Pete Phillips, agent at Wauwatosa, slipped on the ice and is laid up with a fractured ankle. Hope he will be able to return to work soon.

Carl Heberlein and Bobby Miller were out rabbit hunting, but missed the rabbits. They did, however, shoot a farmer's pig. After settling with the farmer, they brought the remains to Portage, and there have been many pork dinners since.

Squeaks from the C. & M.

H. E. W.

WE all wish to extend our heartfelt sympathy to veteran Conductor Dave O'Rourke, who has been confined to his home for some time past account of illness.

Conductor Jim Heagney has put his Nash on stilts on account of the severe weather conditions we have been contending with and has become a commuter on the passenger trains on Sunday between Janesville and Milwaukee.

We have acquired several new passenger brakemen as a result of the slump we have gone through in the freight business.

A. J. Proeber and Sam Smith are among the boys who have traded their overalls for spick and span uniforms.

Our deepest sympathy is extended to Brakeman Bert Horton who has been confined to a bed in the hospital for some time as a result of having undergone a very serious operation. Our best wishes are that he may soon be up and back among us.

Conductor Con Scholten, who has been ill for some time, is now recuperating somewhere in Michigan, and at the last report was doing nicely we are pleased to hear, and we hope will soon be able to be back on the job with us.

Have been informed from a reliable source that the "Sheik" of Rondout is now contemplating taking his annual sojourn to sunny California. Who is the "Sheik"? you ask. Why, Conductor "Spook" Rhode. He also intends to take Brakeman Leo Johnson with him so as to be sure of having an A number one caddy to carry his golf clubs.

Understand Conductor "Bunco" Riley received a case of soap as a Christmas present and is now seriously thinking of reopening his laundry in Janesville. He says that if someone would only make him a present of a new wringer he would reopen at once.

Passenger Brakeman Wm. Carlin has left on his annual pilgrimage to Cuba. Wonder how many of the boys who are left to brave the frigid winter in this part of the country are envying him.

Our deepest and most heartfelt sympathy is extended to the family and relatives of Conductor Newton Toland who passed away very suddenly at Bensenville on February 4 while on his way to work. A wife and one son are among the many who are left to mourn his passing. Interment was at St. Paul, Minnesota.

The slump in business has certainly made quite a few changes in the personnel on this division. Several of the boys who have worked out of Chicago for years are now seen around Milwaukee.

Brakemen Max Vogl and Leo Johnson are among the faces seen around Milwaukee now.

And now, men, last but by no means least, don't forget that Safety First is what keeps happy homes together and helps to keep them happy. So let's all put our shoulders together and make this a Safety First year on our division from first to last. Practice, preach and act Safety First at all times and make the other fellow do it with you.

Tacoma Shop Notes

"Andy"

LAST month we included in our notes a notice covering Otto C. Binder leaving our fold, and for some reason or other, did not show up in the Magazine, so we will try again, because Otto was not only a good worker, but also a good sport and fine fellow, with the result that he made many friends, who have been inquiring and we have been answering—well, Otto has taken a position with the Union Pacific out in the wilds and woollies of Wyoming, in the neighborhood of Green River—no, he is not sheep herding, but we'll bet he could do it, though. In a recent communication from him we gained the information, that strange as it may seem, they are having winter weather down there.

Miss Lulu G. Keyes, a former pencil pusher and type tickler in assistant superintendent motive power's office, is now holding down the stenographer's job in the master mechanic's office. Our official photographer has been endeavoring to obtain a photo to accompany this article, but up to the present date has been very unsuccessful.

Mr. J. A. Wright, aside from being our master mechanic, is also a dog fancier and a breeder of high-class cocker spaniels, or rather we should say, that he aspires to some day become a breeder of high-class spaniels, for his experiments to date in this field have not met with the success desired, so for the present he will have to be considered only as a novice.

Louie, the brunette stenographer in the Store Department, has shaved off his snus cabinet, or nasal shrubbery. He is also trying to convince the rest of us married bozos that he did it of his own free will, wonder where he gets that free will stuff, we'll bet his wife said, "take it off," and off it came. He should have compromised by only taking half of it off.

Mr. and Mrs. Geo. Cessford, have left for an extended visit to California.

Anybody seen the new truck—if you didn't, better get your eyes examined—it's about the same size as the roundhouse, including the foreman. Walter likes it, too, for if they ever want to move the depot to the shops for repairs, he will have plenty room for it.

It is with great regret that we report the death of Mr. John Kalanik, and we offer our heartfelt sympathy.

PANTS MATCHED

TO ANY SUIT—FREE SAMPLE

DON'T DISCARD YOUR OLD SUIT. Wear the coat and vest another year by getting new trousers to match. Tailored to your measure. With over 100,000 patterns to select from we can match almost any pattern. Send vest or sample of cloth today, and we will submit FREE best match obtainable.

AMERICAN MATCH PANTS CO.
Dept. GR 5 W. Randolph St., Chicago, Ill.



Fred Bretzer is finding out more about cars every day; he just found out that the darn thing won't run without gas, and believe it or not, but he was stopped in front of the Tacoma Building as stationary as a lamp post, and what he thought was nobody's business.

Ed Daily, our handsome watchman, has all the chinamen beat when it comes to puzzles. He has the darndest line of brain muddling contraptions we have ever seen.

Miss Leona Keleher, formerly of Deer Lodge, is now working in the Store Department office at Tacoma.

Paul Landgraf, the woodmill evangelist, we understand, lost considerable shut eye during the stock market panic, but now he has that old smile of confidence—stock's up—and he will soon buy that chicken ranch.

H. R. Harris is now basking in the sunshine on his grapefruit ranch in Florida.

Louis Curtiss has solved the problem of noisy radio reception—he bought a player piano—when the radio gets noisy he turns on the piano and you can't hear the static—that beats hammering on a wash boiler.

Lenord Juley is some bowler—a little guy with a big score—and the way he swings that ball, wow, and a crash. It is sometimes hard to determine which is the larger, he or the ball.

Chas. Stewart, better known as the Strangler Lewis of the woodmill, we understand, has discovered a new food for gaining energy and muscle building—he claims the correct name is not horse meat but broncho meat.

Robt. Hall, woodmill horticulturist and landscape gardener, hopes to win a box of cigars from A. Pentecost.

Des Moines Division Items

Frenchy

G. S. FERGUSON, agent, Nemaha, laid off during February and was relieved by E. E. DeLacerda.

Engineer George Finnicum is taking a vacation at the present time.

Conductor O. L. Appleby returned recently from a trip to Arkansas and Texas. Said it rained all but three days during his stay and he was glad to get back to the Iowa sunshine.

Conductor O'Laughlin and wife have returned from a trip through Indiana, Tennessee, Georgia and Florida. They report a fine time.

Section Foreman Ed Finnane of Waukee, has been ill for some time and is being relieved by John Holtry.

Miss Lotta Davis of D. F. & P. A. Warren's office, was called to the Masonic Sanitarium at Bettendorf, Iowa, on February 12th, account serious illness of her father. Her many friends are hoping for his recovery.

Mr. T. F. Hyson of Dubuque, was appointed roadmaster with headquarters at Des Moines, effective January 16th.

Engineer Clyde Ibson, who was off duty for about two months due to an injury, has returned to service.

Conductor H. M. Killam, who was gassed when entering a refrigerator car some time ago, is back on the job again.

Mr. L. B. Larson, formerly of the Kansas City Division, was appointed chief carpenter

on the Des Moines and West Iowa Division, effective February 1st.

Mr. H. M. Bellman and Mrs. C. E. Elliott were called to Milford during February account death of their father. We wish to extend our sympathy to them in their bereavement.

We regret to announce the death on February 3rd of Mrs. Harry Garland's mother. Funeral services were held at Sac City.

Miss Alice Bowen of Newton, sister of Mrs. G. A. Williams, visited the Williams' family during the week-end of February 8th.

Mr. E. E. Clothier, who has been somewhat under the weather for some time, paid the superintendent's office a visit recently. Every one in the office is glad to see Mr. Clothier's cheery smile and hear some of his good jokes.

Traveling Freight and Passenger Agent J. F. Kane and Mrs. Kane were called to Davenport during February by the death of Mrs. Kane's father. Wish to extend our sympathy to them in their bereavement.

Mr. W. F. Keefe, now division freight and passenger agent at Dubuque, formerly of Des Moines, suffered the loss of his father recently.

From the Cross Roads of the World

Roberta Bair

IT came at last—that which we have looked for, for some time—the explanation of that mysterious trip to Indianapolis of our assistant division accountant, Mr. Henry Patrick Denzler. Mr. Denzler, or better known as Henry, made this trip over a year ago and since that time we have all been more than curious, but just like a rain-storm out of clear sky, it came one afternoon a week or so ago, when at a bridge party at the Women's Department Club, Miss Dorothy Stuckwisch announced her engagement to the said Mr. Denzler. Said ceremony is doomed to take place at 4 P. M. February 17, 1930, A. D., and at this time they will each release all holds on all earthly freedom. Henry has been pretty quiet these last few days as he partially realizes that his time is limited and his "pecunia" doomed.

Following the ceremony Mr. and Mrs. Denzler will sojourn in the sunny south, making Miami, Florida, their destination (that is if Dorothy has saved sufficiently to get that far) if not, Henry, I think, would be satisfied to go to Rea Park and fish in the "River" while Dorothy basks in the sunlight.

As yet we have been unable to learn where they expect to park upon their return. Henry seems to feel that some of the boys don't harbor the best of thoughts and that things might not be just like they left them should this part of the story leak out. Why he should question the integrity and sincerity of his most intimate friends is more than we can see.

However, after all is said and done, the employees from the Milwaukee offices wish them a life of happiness, good health and a world of prosperity.

"Here's to both of you." Don't weaken, Henry.

We understand T. I. Colwell practiced Safety First with regard to the quantity of clothes he wore when he attended the Safety First meeting held at Faithorn during the recent cold spell.

Mr. Knuckey and Miss Hammond of the superintendent's and assistant superintendent's offices, respectively, are classed as very good friends.

Dan Miller, former operator at Hulman Street, is in the Mayo clinic at present where he is receiving treatment for his eyes.

The March Safety First meeting will be held at Bedford, Indiana, and we are looking forward to a real good meeting.

Miss Eleanor Faris of the master mechanic's office, we are told, is a devotee of the Safety First movement now, and is looking forward with interest to the next Safety meeting to be held in Terre Haute.

During the latter part of January the rivers at Terre Haute, Elnora and Bedford were at flood stage, but we had practically no trouble. However, for about 6 days, the C. & E. I. trains detoured over our tracks from Beehunter to Terre Haute and we handled approximately 20 to 25 trains per day.

It is reported we have had more cold and severe weather in this locality this year than we have had for the last 25 years.

The Safety First meeting for the month of January was held at Faithorn. Quite a large number was in attendance and the meeting proved to be quite interesting and instructive.

Roadmaster A. Reedy and wife of Terre Haute, are spending their vacation in Texas.

Roadmaster M. J. Murphy and wife of Bedford, Indiana, are spending their vacation visiting their sons in Houston, Texas.

Mr. P. M. Fagan, division freight and passenger agent, has returned from Rochester, where he accompanied his brother who is in the clinic for treatment.

Splinters from the Wooden Shoe

Browning

INSTEAD of this being Splinters I think it is only going to be a splinter. No one seems to have any wood that they would like to cut up and all I ask for are the splinters and they wouldn't even send me those. It isn't asking for much and if you would only realize how satisfied I am with only one or two chips, I know everyone would start in whittling and help the cause along. Let's try it and see how it works. Everybody on the division is included.

The annual Milwaukee Women's Club dance at Moose Hall, on February 7th, 1930, was again a great success and everyone seemed to be having the usual good time. If you haven't attended one of these dances yet you should do so as we know that you would have one of the best times you have had in a long time. Much credit is due Mrs. Axel Anderson, wife of switchman, for the success of the dance, as she was chairman of the affair and worked hard for its success.

Byrton Thiel, from the Wausau office, is now with us at Green Bay and we welcome him to our midst.

Sympathy is extended to the family of Steve Rosinski, carman, age 68, who passed away on January 25, 1930, after an illness of only a few days. Mr. Rosinski has been in the employ of the Superior Division for 25 years and will be missed by his fellow employees.

Sympathy is also extended to the family of Anton Slatallo, age 70, carman, who passed away on December 31, 1929. Mr. Slatallo was also a Veteran employe on the Superior Division being in service 26 years.

The Superior Division has lost four Veteran employes in the month of January: Patrick H. Neugent, roadmaster; Albert L. Czamanske, chief carpenter; Steve Rosinski, carman; and Anton Slatallo, carman.

Clem Schauer, material clerk, is confined to his home with the chicken pox. We hope to see Clem back soon.

Bernard Delwiche, train dispatcher's clerk, blossomed out the other day with a new Essex coach. How does it feel to get in the car with the assurance that she is going to go, Bernard?

Congratulations are offered to Eric Gehrke—he has at last come back to his bowling and bowled 663 Friday night. We hope he keeps it up, because as captain of the team this year

he has been a grand flop; but give the boy a chance and he will do better.

The Green Bay ice house is now all filled and ready for summer use.

John Sullivan, assistant trainmaster, Channing, has been on a month's vacation.

J. T. Dinwoodie, chief dispatcher, is soon to be a father-in-law, as his daughter Alice Mae, is to be married on February 18, 1930.

WANTED TO RENT—During payroll period one long carriage small type typewriter from the Loco Dept.

Magdalen Browning has returned to work after a month's sick leave.

Geo. Schauer, B. & B. carpenter, is confined to the hospital on account of blood poison in his knee and also an operation. Reported that he is doing nicely.

John Jacobson, carman, is also confined to the hospital due to an operation for ulcers of the stomach. Also reported doing nicely.

Conductor Ed. Whipple's daughter, Norma, was chosen as Miss Personality in the contest held by the new Fox Theater at Green Bay.

Contracts are being let at the present time for the construction of a modern dock and automobile and storage warehouse on the property located between Mason Street Bridge and Crooks Street at Green Bay. This property is on a site which had been used for dumping purposes for the past eight or ten years and because of the improvement it will eliminate the bad appearance of the property adjacent to our passenger station. The volume of automobile traffic is increasing every year and greater facilities had to be provided in order to properly take care of the business. The expenditure involved amounts to approximately \$250,000.00 which will be a valuable asset to the industrial development in the city of Green Bay.

Patrick H. Neugent, a resident of Green Bay since 1881, and one of the oldest and best known employees of the Milwaukee Road in point of service, passed away January 18, 1930, at his home. He suffered a stroke of apoplexy in July, 1928, and had been confined to his home ever since. Mr. Neugent was born August 22, 1857, in the town of Sherman, Sheboygan County, Wis. He entered the employ of the N. and M. R. R. in 1871, the road later being known as the Milwaukee and Northern and later was purchased by the Chicago, Milwaukee and St. Paul R. R. He started his railroad career as a section hand, being promoted later to section foreman. In 1880 he was made roadmaster of the division, North Milwaukee to Green Bay, including the branch lines. He served this road continuously on the same division for 58 years. Mr. Neugent had a host of friends on the Superior Division, not only among his fellow employees, but otherwise. Everybody between Milwaukee and Green Bay seemed to know old "Pat" as he always had a cheery word for everyone and will be missed by all. Sympathy is extended to his wife and three children who are left to mourn his death.

Albert L. Czamanske passed away at his home, Milwaukee, Wis., January 22, 1930, after a lingering illness of about six months. Mr. Czamanske started his railroad career in 1890 working as a carpenter for Chief Carpenter Campbell at Milwaukee. Shortly afterwards he was made foreman of the crew at Milwaukee and then chief carpenter, in which capacity he served for 25 years, all of this time being spent on the Superior Division. He was given charge of the Valley, Northern and Superior Divisions, including the Escanaba Ore Docks; but this territory was cut down to the Superior Division and ore docks. Mr. Czamanske leaves to mourn his death a wife and four sons, together with a host of friends on the Superior Division. The sympathy of all is extended to the bereaved family.

Iowa (Middle and West)

Ruby Eckman

EFFECTIVE February 1st, L. B. Larson of the Kansas City Division, was appointed chief carpenter on the Iowa Division. Mr. Larson takes the place of Victor Hansen, who was appointed to a position in the Safety Department. Everett Evans who has had charge of the water supply maintenance work on the Iowa Division had charge of the work of the chief carpenter until the appointment was made. Mr. Evans resumed his former position after a week's vacation.

Conductor Carl Wightman has been in charge of the West Division local run for a few weeks while Conductor Fred Apple and wife are sojourning at Hot Springs, Arkansas. Fred likes to take a trip down to that country about every so often and always comes back feeling like a young man.

Conductor and Mrs. I. E. Conners were in Des Moines, Sunday, January 19th, to attend the marriage of their son, Waldo. The young man chose Miss Janet Roberta Carl as his bride and the wedding ceremony took place at the home of her parents. Following the wedding supper, the young people went to Ottumwa, Iowa, where Waldo is assistant manager of the Woolworth store.

Mrs. Fred Arnold, wife of one of the Perry roundhouse employees, died at Sunland, California, the latter part of January. Mrs. Arnold had been in poor health for the last four years and had spent most of the time in California. Burial was made at Perry. Before her marriage Mrs. Arnold was Helen LaVelle, whose father and two brothers were for a long time in the Milwaukee family, all of them having been employed until the time of their deaths.

Mrs. Walter Ivey, wife of the signal supervisor at Perry, was called to Watseka, Ill., the fore part of February on account of the sickness of her father.

On January 29th, Elmer Millard, one of the passenger conductors on the Middle and West Iowa Division, died at his home in Perry, following an illness which had extended over a period of several years. Mr. Millard was a sufferer from heart trouble and for several weeks prior to his death had been confined to his home. He was compelled to give up his work on the road in 1925.

Irene Rogers, first trick operator at Earling, has been laying off for some time. G. E. Finders, third trick operator moved up to first during her absence, with Lester Scheilman working third trick.

The time freight runs on the Middle and Western division have proven so popular with the trainmen that some of the older conductors are taking the jobs as brakemen. Homer Lee was the last one to mark up on a run, he having taken a job on J. M. Reel's car. The men like the regular hours on the road and regular lay-over days at home.

Engine Foreman Ralph Field was off duty for a while in January on account of sickness. It was necessary for him to submit to an oper-



Barbara Jane, Granddaughter of Terminal Trainmaster Schmitz, Council Bluffs, and Engineer Oscar Woods, Perry, Iowa.

ation, which confined him to his home for some time.

Passenger Conductor Charles Cornelius has taken a few weeks' lay-off. Lee Tolbert relieving on Nos. 3 and 4, between Omaha and Marion.

Paul Gray, a retired boilermaker, from Milwaukee, had a short visit with one of his old helpers recently, while on a trip to California. Mr. Gray, in conversation with the trainmen learned that Wm. Young, a former Milwaukee boy, was the engineer of the train on which he was riding, so went over to the engine while the train was at Manilla and enjoyed a little chat. Bill heated rivets for Mr. Gray about fifty years ago in the Milwaukee shops.

The joy, which came to Engineer Charles Hunt, February 3rd, at the birth of a son, his first born, was turned to sorrow four days later, when his wife passed away. Mrs. Hunt underwent a Caesarean operation and for a few days seemed to be all right, but complications developed which suddenly caused her death. Friends of the husband extend their sympathy.

Engineer J. J. Brown, of Perry, was one of two members honored by the local Masonic fraternity, on February 6th, when they were guests of honor at a big meeting. Engineer Brown and Newt Hart were on that evening presented with certificates indicating fifty years membership in the fraternity. Both men responded to requests for talks with a few remarks in which they explained their reasons for joining the fraternity. The affair was an impressive one and one which will be long remembered by both gentlemen as well as the other members present.

Machinist Chester Brouard of the Perry roundhouse force has a new daughter, born on February 1st. The little miss was named Elaine Marie.

The marriage of Engineer Edward Mullen and Mrs. Kate Donahue was announced at a dinner party on Sunday, February 9th, at the home of Machinist Frank Mullen. The ceremony took place a few days previous in Illinois. "Cap's" many friends will wish them many years of happiness. Mrs. Donahue was a sister of Mr. Mullen's wife, who passed away in 1928.

A. W. Conners who has been working as a pipe-fitter on the force at Perry roundhouse, transferred in January to a similar position at Coburg and he and Mrs. Conners moved their household goods to Kansas City to make their home. Relatives of both Mr. and Mrs. Conners live near Kansas City and the new location will make them closer home.

Engineer John Gilligan laid off in January and went to Monroe, La., to visit with his daughter. He had a most enjoyable trip and missed a lot of the cold weather experienced at Perry during his absence.

The A. F. E. has been received for some extensive changes at the Perry roundhouse and shops. The present system of furnishing electricity and power from the company plant will be discontinued and machinery installed to permit of buying the juice from the Iowa Railway and Light Company. It is figured that while the initial investment will be quite heavy, the reduction in force and fuel will offset the expenditure in a few years.

M. F. Kelley who is holding the temporary vacancy at Portsmouth station had the misfortune to lose all of his clothing and personal effects when the home in which he has been living was burned. The fire occurred at night and the family and Mr. Kelley had only time to get dressed and out of the house.

Albert Menz, one of the men employed on the freight house platform force at Perry, passed out the candy on February 5th, on account of the arrival of a ten-pound son at his home. The lad is the first born to Mr. and Mrs. Menz.

Alice Peelstrom, clerk in the freight office at Madrid, fell in the office, February 14th and broke her knee cap. She was taken to the hospital in Des Moines to have the knee cap wired.

Fullerton Avenue Building A. M. D.

HENRY Kraebber, the well-known dietitian, was laid up for a few days as a result of a fall. The jolt not only shook the vitamins into a bad humor, but also caused the calories to become insubordinate. Henry is confident, however, that he can squelch the uprising without great difficulty.

For original ideas for bridge prizes consult Loretta Farmar, Typing Bureau.

Miss Augustin invited a number of girls of the car accountant's office to a "St. Valentine" party in the Women's Club rooms on February 11th, at which about forty were present. There was good music and excellent singing, some voices proving a surprise to those present. Dancing was indulged in and the dinner was superb. Interest was largely centered in the games that were offered as a diversion and accompanied with prizes. You'd be surprised to know what wonderful daddies, mothers, and kiddies were developed from that lot of girls in the progress of one of the games. All reported having a wonderfully good time.

The chain store champion will receive plenty of argument if he will apply to T. J. Newton, a disciple of Henderson, the Shreveport announcer.

The girls of the Central Typing Bureau extend their sympathies to Agnes McGrath in her bereavement.

The Overcharge Department can thank Ad Gove for upholding its pride. While all the rest of us were taking appraising glances at the new neighbors, who was it who refused to give them a break? Who strode past them with disdainful air and head held high? And as the cheering died away and the dust settled, there was he—Apollo, our own Sonny Boy.

Dave Ramsay, who took a leading part in that great success, "The Dance of Life," is now surrounded with a number of his supporting cast. Easy does it, Dave.

Olga Hoth, a former dictaphone operator of the Freight Claim Department, has passed away. No further details are at hand.

What-a-Man Tabor received another trimming—this time at bowling. With E. Albright as a partner he challenged J. McDonald and Felix Specht and got walloped by ninety-one pins.

We will not be surprised if some of the computing operators change their residence to Hollywood since their debut in the movies. Anthony Naatz wanted to be leading man but they didn't ask him, so what do you do in a case like that? With a cast of 125 girls, thank goodness it wasn't a talkie.

Ed Prehler of the freight auditor's office, is the proud papa of a baby boy. They call him "Junior."

River Division Gleanings M. M.

MR. FRED BOLT, B. & B. carpenter, has departed for a trip to Florida. No doubt Mr. Bolt will enjoy the sunny South and bring back interesting stories.

On January 21st occurred the marriage of Mr. Geo. Pollyard to Miss Verna Sass of Theilman. Mr. Pollyard is section foreman on the Chippewa Valley Division and the employees extend congratulations to Mr. and Mrs. Pollyard.

It is with regret that the news of the death of Mr. C. R. Langan, veteran conductor on the River Division. Mr. Langan was one of

the most popular conductors that has ever worked on the River Division, both with the patrons, employees and officers. His ever courteous manner was a valuable asset to Mr. Langan who was conductor on trains No. 4 and 15. His full life, having attained the age of 72 years, was practically all spent on the railroad, having started to work for a railroad at the age of 15 years and most of the time he served the Milwaukee Road. The sympathy of all the employees is offered to his wife and family in their bereavement.

A very interesting Freight Claim Prevention meeting was held at Winona, January 24th, which was well attended. Messrs. Beck, Ostrum and McNamara of Wabasha, were in attendance.

The beautiful new power has arrived for the River Division. Two of the new type of engines are in passenger service on the division and they are a splendid piece of workmanship. No doubt the engineers in charge are happy with their new power.

Mr. M. T. Skewes, superintendent, accompanied by Chief Carpenter Mr. John Ostrum and Roadmaster Mr. W. T. McNamara made a trip of inspection over the Chippewa Valley Division to Eau Claire the past week.

Engineer Fritz Marine has been spending some time at Winnebago visiting his brother who has been ill. He is being relieved by Engineer Ray Ender and Fireman Wm. Welsh.

Mrs. S. J. O'Gar, of the Store Department, called at Wabasha in checking up the material. Mr. O'Gar was also interested in the ice that was being put in storage.

Sympathy is extended to Mr. Garvey, traveling freight inspector, in the death of his wife, which occurred at St. Joseph's hospital, St. Paul.

The many friends of Mr. W. W. Conley are pleased to learn that he is recovering from his recent illness. Mr. Conley was confined to the hospital, but at this writing has practically recovered.

Some items of news from various stations on the division would be greatly appreciated.

Madison Division Notes W. E. F.

ABOUT one hundred attended a Safety Meeting held at Milwaukee Women's Club at Janesville, Thursday, February 6. Following the talks stressing Safety First and Always, a lunch was served by members of the Women's Club.

Geo. Rector, cuisine chef of the C. M. St. P. & P. R. R. Company, spoke at Madison Thursday afternoon before about four hundred men and women—talked about "a la Vichy," "Petit Pois a L' Elever" and "eggs au Beurre Noir" like nobody's business.

Mr. Rector's French chef, Mr. Rene Chauvear, who is also the Milwaukee Road's instructor chef, accompanied the speaker, dressed in white, wearing a high white hat and a belt around the waist containing all kinds of knives used in the preparation of the famous Rector recipes.

The out-of-town members of the Milwaukee Women's Club were entertained at the January meeting of the club. A noon luncheon was served for all members, Mrs. F. W. Liegois acting as hostess.

A card party was given also sponsored by the club, January 30. Prizes were awarded for bridge and five hundred, also a drawing prize. Mrs. John Hennessy had charge of this party. Mrs. J. E. Broderick and Mrs. W. H. Brown from Mazomanie attended and also helped the hostess.

Walter E. Wilson, engineer in service of the Milwaukee Road for over fifty years. During the past fifteen years he has been in charge of



—for solid comfort, Smoke a Pipe!

YOU never will know the true delights of tobacco until you smoke a pipe.

Get a good pipe, fill it with Edgeworth—and you can be happy even if the wind howls or the rain comes pelting down. It just seems to make all your troubles float away in sweet-smelling smoke. No more bite in it than in a baby's kiss. Always the same, too. Never any disappointment in a pipeful of Edgeworth Tobacco.



If YOU haven't found Edgeworth, mail the coupon for a generous free trial packet. 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! T 5

You need



TRILBY SOAP

for
really clean hands

PATENTS

Send drawing or model for examination and advice.

Booklet Free Highest References Promptness Assured Best Results

WATSON E. COLEMAN, Patent Lawyer
724 9th Street, N. W. Washington, D. C.

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

FOR SALE—Minnesota pen-raised mink. Pair fox and wolf trailers. W. D. DAVIS, LeRoy, Minn.

THE NATIONAL BANK OF TACOMA

For 44 Years an Important Factor in the Growth and Prosperity of Tacoma.

TACOMA, WASHINGTON

TYPEWRITER 1/2 Price

World's best makes—Underwood, Remington, Royal—also portables—prices smashed to below half. (Easy terms).

SEND NO MONEY!

All late models completely rebuilt and refinished brand new. Guaranteed for ten years. Send no money—big free catalog shows actual machines in full colors. Get our direct-to-you easy payment plan and 10 day free trial offer. Amazing values—send at once.

International Typewriter Exch., Dept. 385 Chicago



Free Trial

a switch engine in the Madison yard. Sandy says it is about time he saw some of the country, so is on a trip down in Florida. He will visit a sister at Babson Park, Fla., and will stay a few days at Verice, Fla., where the Brotherhood of Locomotive Engineers have a winter home. He says he has been riding trains all his life but never got out of Wisconsin.

Dan Bohan with Mrs. Bohan is also on a trip in the south and they expect to visit Cuba before returning home.

Mrs. E. M. Dousman and daughter, Alice, are some more of the railroad family down in the sunny south. We understand Ed had arrangements all made with a "fair haired blonde" to keep house for him.

"Why do gentlemen prefer BLONDES?" How about it, Ed?

Henry Carter goes fishing and what do you suppose he catches—"Powder Puffs"—must be around where the "ladies loiter along"—

Since Cap Payne has returned from his recent sojourn in Chicago at the New Stevens hotel we see him gaze pensively out the window humming, "If I had a moving picture of YOU." Cap says it was the first time he was ever in Chicago without getting lost in the "Loop" but did get lost in the hotel getting to his room. Wonder if that has anything to do with it.

Master Mechanic W. C. Kenney stepped out of his role of "Wild Irishman" for a few hours at the Valentine Party in the Women's Club Room, appearing as a forlorn widow with a hungry child to support and care for. Even his closest friends did not recognize him in the make-up, and he went to the dispatcher's office and created considerable excitement by his caustic comments about service in general on the Milwaukee Road. After he had kidded the employees on duty for about 10 minutes his identity was determined and he was "given the gate" with alacrity. "Bill," you would be a scream in the talkies. Here's a hunch. If the 706's get to coming too fast, trek out to Hollywood and have a screen test.

Mr. Tarpley received a valentine. We're trying to dope it out. Tarp., are you deceiving your dear public or just trying to get away with a couple of votes?

This writer also got a valentine.....and it sure was no "Roses are red and violets blue, etc." Was it ever a WICKED ONE. I'm through writing about anyone in this column, especially around Valentine's Day.

They sure can strike back—and HOW.

Twin City Terminals

Mac

THE Milwaukee Railroad Women's Club held open house on Sunday afternoon, January 19th, in their club rooms in the Milwaukee depot. It was a success in attendance and appointments. The tea table was lovely in its decoration, Columbia roses, narcissi, jonquils and sweet peas in a low bowl with pink tapers centered the table. An orchestra entertained the guests. It was a lovely affair and those who did not attend have something to regret.

The Women's Club had as their guest speaker, Mr. M. F. Flanagan from the Safety First Bureau at Chicago, at their meeting on February 1st. An enjoyable program was sponsored by Mrs. A. Mueller, consisting of a song and dance by Patricia and Shirley Flaherty, daughters of Pat Flaherty, clerk in the local freight office. Dorothy Pieper, dance number. Vocal solos by Elizabeth Murphy, Store Department. Violin solos by Miss West, accompanied on the piano by her brother.

We understand Mr. Bannon went on a diet for ten months and gained five pounds.

Anthony Jay, Accounting Department, has finally got a "Benny" that fits his funny-shaped head. Heads like his are hard to match.

Question: "When is a raisin not a raisin?" Answer: "See Martha Benson, stenographer."

One cold morning a "few" months ago Fred Johnson in the cashier's office, local freight, walked in rather sheepish looking. At first glance we couldn't account for the guilty expression. Looking again we saw he was wearing a "derby." He explained his "fedora was at the cleaner's." You can believe it or not, that is what he said.

Frank Bracket, traveling auditor, came back from Chicago wearing a new "derby." If styles in derbies keep up, Jack Woodward will be blossoming out in one. It is rumored around the local freight that Demurrage Clerk Davis will be wearing a "Kentucky" derby soon.

Jack Cassin was a smiling caller at the local freight office. He was wearing one of Chicago's "derbies" which is popular among traveling representatives. Also notice he was wearing a new mustache which is quite attractive.

"Foshay" Art Gerber, Accounting Department, is on a leave of absence. William Hoyer is taking his place.

A baby boy arrived at the home of Traveling Accountant Mr. S. J. Farley.

Elizabeth Hessburg, Mae McAndrews, local freight office, Georgia Perry, Almeda Gerber, Accounting Department, and Mattie Cheuning, Store Department, attended the bowling tournament of the Twin City Railway Business Women's Association at Chicago. The cup was again brought back to the Twin Cities.

Traveling claim inspector's wife, Mrs. William Garvey, passed away on February 1st. Sympathy is extended to the family in their sad loss.

Mr. and Mrs. C. L. Kennedy left January 29th for New Orleans, to attend the Mardi Gras, and sailed on February 1st for Havana and the canal zone.

John Oliver, Jr., son of the flour agent, attended the national ski meeting at Canton, S. D., on February 1st and 2nd, and won the championship in class "D." That is pretty fine for a boy of 14 years.

Mr. A. F. Lakman had the misfortune of mashing his finger in the door of Anisanti Creamery when making a call on the firm last month.

Patricia Cottrell, daughter of chief rate clerk, commercial office, is home after two months' illness in St. Mary's Hospital. We are glad she is on the road to recovery.

Marion Edwards, tracing clerk, commercial office, is sporting a new "Pontiac."

Milwaukee Terminals

Ann

GREETINGS from Milwaukee! We are glad to be back with you. After our long silence we have so many news items for you that we won't dare print them all in this issue.

First of all, we want to take this opportunity to invite your inspection of our new modern offices at Muskego Yards. We have been moved, placed up high and dry, all repainted and re-arranged. Everything looks grand. Everybody is proud of us now. And work—you should see them go.

Frank Stubbe, Ed Bauman and Walter Dreyer, the yard directors, are all upstairs in a suite by themselves. Mr. Stubbe—with the inevitable cigar—is smilingly directing the day crews about their work with perfect composure and no one to disturb him.

Perishable Inspector Lanham has a private office in the east end of the building on the first floor across from the billing clerks with William Griffin.

Ben Schwartz, chief yard caller, has a "den" of his own.

As you proceed westward you find Paul Alberts, the operator, and Tom Roach, caller, in a portion of the building, working furiously.

Next in line are the car clerks with Arthur Brown as supervisor.

On still further you see Chief Clerk Bill Cary and General Car Supervisor Robert Foley. By this time you are ready to say, "My, what a change."

Beyond these two important personages are private offices of Assistant Superintendents R. D. Miller on the north side, and C. A. Bush on the south.

Way on the west end of the building you find the so-called "Harem"; in other words, the stenographers.

Oh, we forgot to mention that Trainmaster J. J. Crowley and General Yardmaster J. J. Schuh have their desks upstairs with Mr. Stubbe; but you can usually find these gentlemen out in the various yards cautioning yardmen about Safety First.

Everybody down at Muskego Yards is delighted with the new office except Ted Hansted, the porter, who now has so many windows to wash.

We are glad to see Switchman Tom Byrnes back with us after his long absence due to an injury last November.

It is interesting to note the change that comes over Switchmen Albert Pfeiffer and William Huck as soon as the cold weather sets in, as these gentlemen both take on a heavy beard and mustache. Have you seen them lately—you wouldn't know them.

We are sorry to hear that Peter Smith was injured, but hope to see him back with us soon.

Superintendent N. A. Ryan's father was with us over Christmas and did not like Milwaukee's cold weather. We hope it is better here in dear old Milwaukee the next time you get this way, Mr. Ryan.

Assistant Superintendent R. D. Miller's mother is just recovering from an operation and we all extend our heartiest wishes for a quick and complete recovery.

Girls! Do you know how to get thin? Follow the way of Caller Tom Roach who walks to work every morning and back home every night. He is not fat.

The question has arisen several times lately as to the proper way to nail up a horse shoe over a door. Is it proper to hang it like a "U" or with the "U" upside down? Arguments will be accepted for both versions.

Clerk Dan Regan had a pet snake once at the office and we will let you guess the excitement it caused.

Milwaukee Terminals never has any more delayed cars because smiling Bob Foley chases them out so they won't grow old. We are mighty glad to say that Bob has completely recovered from the encounter he had a few months ago, when he tried to sideswipe a speeding automobile. No damage was reported to the automobile.

Frances hasn't been to Iowa lately. We are wondering why.

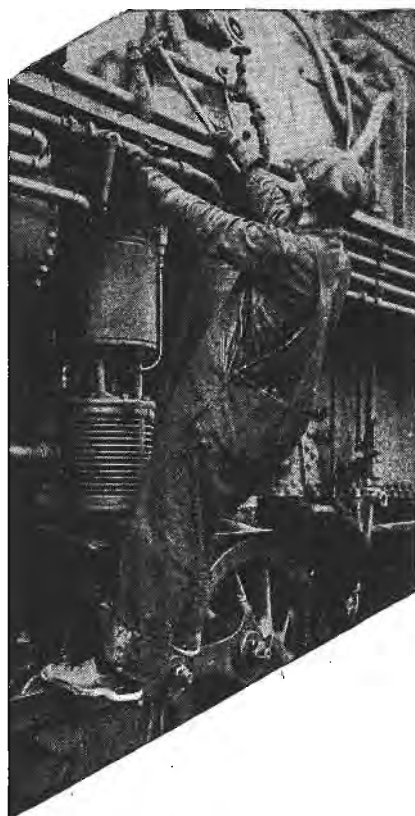
Mrs. C. L. Bush is now in Mexico taking in everything, even bull fights. We received a card from her reading: "Plenty hot here." The reply stated: "Heap cold here, much snow."

Mr. C. A. Bush was walking along the tracks with Roadmaster G. A. Larson one day and Mr. Bush remarked, "Gus, will you phone me when you get to North Avenue? I will about reach Grand Avenue at that time." That was the long and short of it.

Bob Esser, our hard-working delayed waybill clerk, is still trying to figure out why Schuh and Calligan don't move the cars faster.

Sh sh sh! We just discovered that John Lanham is not superstitious—the writer caught

H'm... he's hard on rubbers



Not an easy job, this one of Tony Baffo's. But it's a vitally necessary job—many lives depend on the engine inspector.

It's not an easy job for ordinary rubbers. They'd wear out in no time at all.

So Tony Baffo, who is Engine Inspector in the 26th Street Yards of the Illinois Central Railroad, wears "U.S." Patrols.

They stand up better than ordinary rubbers. They are an extra heavy rubber made for just such hard wear. They are made of an extra heavy rubber with a reinforced vamp. They have an extra heavy sole with a bumper heel that laughs every time you use it as a lever to kick off your Patrols.

Look for the blue bind at the top—that shows that it's the real thing—a pair of "U.S." Blue Ribbon Patrols.



The rubber ribs over the instep of this "U.S." Blue Ribbon Boot protect the big veins. Men in bridge gangs like this protection. They like the long wearing qualities of this boot. So look for the blue bind around the top the next time you need a pair of tough, full-protection, comfortable boots. "U.S." Blue Ribbon Boots will give you full satisfaction.



MADE BY

United States Rubber Company

The World's Largest Producer of Rubber

"U.S." BLUE RIBBON heavy footwear

him walking boldly under a ladder one morning.

Yard Conductor James Hansen spent his vacation in California this winter. California has a great booster in Jimmie. Have you seen the lovely tan he brought back with him?

It is nice to notice when one is out in a large crowd, how many men are wearing the Milwaukee coat lapel button on their Sunday-best. This shows that they are proud to be a member of the great Milwaukee Road family.

Frank Stubbe now heads the bowling list in the Milwaukee Employes League. I am not sure whether it is the front or rear end of the list.

The new Gantry crane in the North Avenue district has been completed and will be placed in service about February 15th. We are looking for a large increase in heavy freight business through this medium.

The new wagon scale in Fowler Street will be completed and in use within the next two weeks.

We received many favorable comments of the new electric sign which was recently installed adjacent to the passenger station at Milwaukee. In fact we attribute some of the passenger earning increase in Milwaukee to the good work of this sign.

Agent C. R. Dummmler is still confined to his home; however, he is improving daily and it won't be long until he will be back on the job again.

The Milwaukee Union Depot is undergoing a thorough renovating after inspection trip of Fire Inspector Hough, and will soon be 100 per cent from a fire standpoint.

The old Thomas furnace plant has been dismantled in the Bay View district and the last of the debris is being cleaned out of there at this time.

Agent P. G. Dore at West Allis, promises nothing will do for him in the future except strict adherence to Safety First rules.

Fred Mallas' extra gang is back in the Milwaukee Terminals after working in Chicago.

The boys are all glad to have the new flood lights at Burnham Bridge. They have enabled them to switch more cars during their assignment, and there has been no report of cars damaged since their installation.

We understand that the new plans for the re-arrangement of yard tracks have been approved and work on these tracks will probably start before the first of April.

It is reported that the afternoon and night Safety First meetings held in the various districts of Milwaukee by Superintendent Ryan and Safety First Inspector Esch, have been well attended and have proven very beneficial.

Electric Flashes from Deer Lodge and West Rocky Mountain Division

"Willie"

CAR INSPECTOR H. H. FORBISTER was found dead in his room in a local rooming house in middle of January. Efforts to locate any relatives were of no avail and he was buried from Deer Lodge by the L. O. of M., of which he was a member.

Engineer V. J. Roberts is slowly recovering from a siege of sickness which has kept him in the house since he returned from a visit to his old home at Christmas time.

Mae Cunningham says if that "good old man with lots of money" doesn't show up pretty soon, she will buy that new Pontiac whether or no. Don't give up yet, Mae. They say there are as good fish in the sea as have ever been caught.

Mr. and Mrs. A. J. Buchen are leaving soon for Seattle. We hate to lose this couple but wish them success in their new location.

Wonder why this small town brings some people back to it. The report is now that Conductor H. B. Vandercook is moving back to our beautiful and thriving little city.

Engineer James A. Dunn is slowly convalescing from a siege of illness, part of the time of which he was a patient in St. Joseph's Hospital.

The sympathy of the Rocky Mountain Division is extended to Pipefitter John Knackel in the loss of his mother, who passed away recently in Marion, Ohio; also to Blacksmith Tom Rawlings in the loss of his mother who died in Butte.

Electrician Apprentice Alfred Kanaar, who was on the sick list for a couple of weeks, is back at work again.

Harry M. Watson, meterman, has returned from a six months' leave of absence which he spent in Arizona.

Roundhouse Foreman Brautigam, with Mrs. Brautigam and little daughter Laura Jane, have left for a couple of months' sojourn in southern California in hopes of bringing Bill back to his old self.

Miss Martha Flynn, daughter of Engineer J. J. Flynn, has recovered from an operation for appendicitis, and is now back with her studies at Montana State College at Bozeman.

We wish to welcome Mr. James Towey to Deer Lodge. Mr. Towey comes as a special apprentice from Milwaukee, and will work for Mr. Sears in the same capacity.

Former Division Accountant Harry Johnson and Mrs. Johnson spent a few days in Deer Lodge visiting friends while en route to Butte, where Mr. Johnson has been appointed cashier at the Butte freight office.

Miss Rosemary Sullivan has returned to her work in the Store Department at Tacoma, after a three months' visit with her mother.

Engineer Jack Burns is now taking his turn at being sick, but is getting along nicely at present in a Seattle hospital.

Robert Dumont, the young son of Machinist Bob Dumont, who has been very seriously ill, is now reported well on the road to recovery.

Illinois Division

M. J. S.

Superintendent's Office "Static"

WE have been watching the Tribune lately to see what one of our boys (not mentioning any names) in the office was writing to Doris Blake for. One of the girls (still not mentioning any names) advised said young man that if there was anything he wanted to know, all he had to do was ask her. However, he seemed rather reticent about the matter. Anyway, watch the Tribune!

Irvin says no one can tell him anything about love and Ted informed him that some day he'd say "Yes" and not know what it was all about. Ted knows.

Virgil Glosup of the Engineering Department, together with his brother Jim, who was also employed in the Engineering Department during the summer months, drove to Sulphur Springs, Texas, for Christmas vacation. They returned safely, reporting a wonderful time and only four flat tires. Sez who?

Jim Glosup left for Yankton, S. D., where he has joined his brother "Eddie Dean" of WNAX. Eddie visited in Savanna this summer and we know he can play and sing, and how! We're wishing "The Sunshine Coffee Boys" of WNAX every success in this New Year.

Say Hubert, can you work this one? "What four weights will weigh any amount in pounds or half pounds from one-half pound to twenty pounds?" If you need any assistance ask Virgil, he MIGHT be able to help you.

The Christmas candy passed around the office by Jim Tigerman and Rudy Thoren was very much appreciated. Bud Duhigg also won some candy and fed the hungry bunch.

R. J. O'Connor attended a very successful meeting of the staff on Wednesday, January 8th, and as a result of the meeting decided to do all in his power to keep expenses down to the minimum point. On the following Sunday morning at 1:00 A. M. it was necessary to have the car dug out on Hill St., so R. J. O. got busy with the shovel himself, instead of calling out the section crew. It is not definitely known whether the C. M. St. P. & P. maintain a track at this point but a careful search of the contract file will reveal this fact and for the information of the con-

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.

701 Heyworth Building

29 E. Madison Street

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

tract clerk, this place is reached by going through Dane Hollow but is a restful place for the Irish as well.

Roadmaster R. J. O., a sojourner in DeKalb, January 3rd, was supposedly on train No. 8, but INSTEAD, was comfortably parked on the Southwest Limited, and the conductor kindly let him off at Kittredge. R. J. O. rambled along on the motor car to Lanark, thence on the wrecker to Adeline, and FINALLY was headed for the C. M. & G., as far as we know!

"Safety First" is the big "thud" at the present time and that is exactly what it meant for Engineer Rex Wilkerson when a chair would not hold him and he fell to the floor at a recent "Safety First Meeting" at Savanna. Take care, beware, even at a Safety First meeting, Rex!

The following Milwaukee employes and their wives are spending the winter months in the warmer climates: Mr. and Mrs. J. B. Donald of Savanna, at Redondo Beach, California; Mr. and Mrs. H. C. Hoffman of Savanna, at Long Beach, California; Mr. and Mrs. W. H. Nolan of Savanna, at Los Angeles, California, and Mr. and Mrs. J. L. Johnson, formerly of Savanna, now residing at De Kalb, Ill., at Brownsville, Texas, in the Rio Grande Valley.

"Preach and Practice Safety First"
"Where the Slack Runs In and Out"

Trainmen

Conductor M. C. Simons and daughter Helen left a few days ago for Miami, Florida, where they will spend the remainder of the winter months.

Conductor and Mrs. F. B. Wheeler are spending the winter in California.

The last couple of bad snow-storms we have had on the Illinois Division necessitated Roadmaster Hobert going over the east end of the railroad with the flanger and plow.

Mrs. Anna Lines, mother of Conductor Guy Lines, returned to the Caroline Mark Home at Mt. Carroll, after a visit at the home of her son at Franklin Park.

Mrs. J. W. Blossingham, wife of Trainmaster, visited recently at the home of her daughter at Minneapolis, Minn.

Mrs. G. P. Gagnon and son James have gone to College Station, Texas, where James

will resume his studies at college after the holiday vacation.

"Today, Tomorrow and Every Day—Safety First"

"Rail Mill Saws"

Our new electrical machinery is now beginning to arrive. We have received the air compressors, the two drills and our saws are on the way. It won't be long now until they are set on their foundations and ready for use.

Poppa, our janitor, reports that his trip down south was a success as far as his health was concerned but he did not miss the snow and ice. He said it snowed nearly every day and this was at the time we were having a run of good weather.

Due to January containing the birthday of both Art Ferguson and Hans Jess, they have come to an agreement that a holiday should be formed. Sunday, January the 19th is it.

We have just found out who "Piccolo Pete" is. It is none other than our own versatile Harry Grissinger. He plays a mean piccolo.

"Let Safety First Be Our Motto"

Store Department "Wake of the News"

C. Woodruff, local storekeeper, went to Mount Vernon, Iowa, on December 20th to attend a high school play in which his son Lawrence took a leading part. He was accompanied home by his sons who spent the Christmas holidays in Savanna.

Frank Schradeya was off several days during the last month on account of illness.

Mr. Smola was absent from his desk for two days on account of illness.

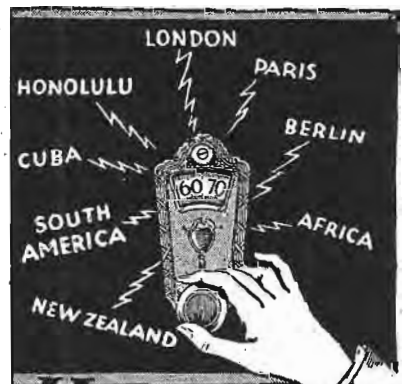
"Help Keep the Safety First Sheet Clear"

Tri-City Terminal News—Nahant, Iowa

We are all glad to see Mr. J. J. Flanagan on the job again after his long illness.

Life has strife without a doubt, But what would life be without any strife? Try and live without it.

Through the efforts of Carman Herman Kerkert, six passengers were routed over the Milwaukee during the month of January, from Rock Island, Ill., to Kansas City, Mo. Good work, Herman!



Hear Foreign Radio Stations Direct!

Without Dependence on
Local Re-broadcasting!

"PILOT SUPER-WASP"

Short Wave and Broadcast Receiver

RANGE 14 TO 500 METERS

In Kit Form for A.C. or Battery Operation

Widen Your Circle of Entertainment!

Your broadcast receiver is useless below 200 meters, but the Super-Wasp, swooping down to 14 meters, and up to 500, unlocks a new world of trans-oceanic radio you never heard before! And you get it directly from the foreign station and not from a local rebroadcast. Enthusiasts report European, African, South American and Australian stations. Music amazingly new. Welcome variety for listeners "fed up" with domestic radio programs! To assure consistently satisfactory operation, Pilot engineers developed the Pilotron P-227, which naturally makes it a splendid tube for broadcast receivers.

See nearest dealer or write direct for details.

Kit K-115: The A.C. Super-Wasp.
Use your own ABC pack or Pilot
K-111 at \$16.50, specially designed
for the Super-Wasp. Power Pack
and Tubes Extra **\$34⁵⁰**

Kit K-110: The battery-operated
Super-Wasp. Batteries and Tubes
extra **\$29⁵⁰**

"PILOT RADIO & TUBE CORP.

323 BERRY STREET, BROOKLYN, N. Y.

Chicago Office:
234 South Wells
Street



San Francisco
Office:
1278 Mission
Street

**JOINING THE RADIO
INTERNATIONAL GUILD**

Costs only 50c and includes lapel
pin, certificate and "Radio Design"
Construction Quarterly, the Guild's
Official Organ. Enclose 50c coin or
stamps to Radio International Guild,
103 Broadway, Brooklyn, N. Y.

Name

Address

City K-M

Do You Remember Way Back When

fruits and vegetables of most kinds were available only during that short period of the year while "in season" in your own locality? TODAY, due to modern transportation, REFRIGERATOR CARS and storage facilities, fruits, vegetables and sundry other perishable commodities can be procured at most any season of the year.

Union Refrigerator Transit Company

MILWAUKEE - - - - - WISCONSIN

Dick Campbell, general inspector, paid us a visit last week. Also Mr. K. F. Nystrom, superintendent of the Car Department.

Our old friend, Ernie, came all the way out to Nahant to see us the other day. Ernie says "Old Henry" slid all over the road, but he managed to get here without having to make out an injury report.

Anyone having some horses for sale, call A. Melcher, as he turned over to J. C. Cunningham the three that laid down the night he was stuck in the snowdrift.

Understand Car Inspector Harry Meyer has contracted the small-pox. We all hope for his speedy recovery.

Mr. Ready of the Brunswick Company, Davenport, gave us three cars of business from Muskegon, Michigan, to Davenport, Iowa, account of his association with the C. M. St. P. & P. Bowling Club in the Manufacturers' Bowling League of Davenport. This is certainly appreciated by Davenport.

The Lord says: "Think right and you will always be right."

Anyone having anything on his mind, tell the Lord. It is about time for spring house-cleaning and he is rarin' to go. He says: "I know my onions."

The Lord is our Foreman

We shall not want,

He leadeth us on clean premises,

He restoreth our buildings,

His jokes and good nature—

They comfort us.

Long may He live.

Help Safety fruit to ripen and results will begin to fall.

Savanna Car Department Items

John Schnieder, veteran employe, passed away at his home, January 15, 1930. Mr. Schnieder had served the Milwaukee Road faithfully for a period of 47 years in different departments and up to December 28, 1928, he had been employed as helper at Savanna Car Repair Shops, having retired from active service on that date. Sympathy is extended to his wife, children and grandchildren.

James Thulen refuses to ride in Thomas Collins' automobile, especially when Tom decides to make a "detour" over an embankment and crash into the nearest tree. Both men were badly shaken up and bruised.

William Nolan, car inspector, and wife are enjoying a winter vacation at Los Angeles and other points in California.

Car Inspectors Paul Hass and Harry Swingle are on the absentee list due to illness.

Sincere sympathy is extended to Mrs. James Lahre, daughter Fern and son Ray in the loss of husband and father, veteran Car Inspector James Lahre, who passed away January 12, 1930. Mr. Lahre had served faithfully in the Car Department for the past 25 years. Obedience to rules is essential to Safety and success.

"Scraps" South Line Track Department

Dr. Mary A. Sagner, only doctor at Thomson, died at James Lamb Hospital February 7th. She had been the company doctor at that place a number of years. Sympathy is extended to relatives.



BLUE BARREL SOAP

ALWAYS CUT ONE POUND

It is a friend tell a friend kind of soap, and such friends we have to thank for our large increasing business on Blue Barrel Soap and Flakes.

"HASKINS"

Omaha Sioux City St. Paul

Fred Doden is again on duty after being laid up for nine days nursing some pet carbuncles.

Arlene Adams, daughter of Agent Adams, Thomson, was ill for a few days with tonsillitis and unable to be at school.

Mrs. O. F. Mudd and three daughters, family of Section Foreman Mudd, were business visitors at Davenport lately.

Safety First—It's a fine motto!

Rail Rumbblings from St. Paul

Allen

FRANCIS GARVEY takes unto himself a bride. He married Florence Ryan, February 12th. All our best wishes, Frank.

Jos. Kalaher is back to work after an absence of seven weeks due to illness.

Otto Bork doesn't care what kind of a top his auto has, the one he just fell heir to, because anyway it is now well covered by a mortgage.

George Quinlan just received his statement from his lady dentist. He does not like the bill near so well as the young lady. Yes, they are expensive, George.

Gluke, the messenger, finally got a break. He tells us that he finally found a young lady who would step out with him, but that she is a little cross-eyed and he often catches her eating from his plate.

The Transportation Club threw a little stag party the other evening and we are told Harry Holmes was right down in bald-headed row where he rightfully belonged. What's wrong about that?

Yes, the C. M. St. P. & P. St. Paul bowling team is still going good. We are still a first division team in the league.

Some of the museums have nothing on us. We have right here in the office King Tut's first soap dish.

West H. & D. Division

"Doc"

MR. T. H. STRATE, engineer, track elevation, spent a few minutes saying hello to some of the old guard at Aberdeen Passenger Station while en route from the coast to Chicago on No. 16, the first week in February.

Mr. John Ostrum, River Division chief carpenter, visited relatives in Aberdeen, Sunday, February 9th.

Harry Lawrence, of the division engineer's office, is busy looking for a suitable apartment to bring "her" to when they return from the week-end trip about March 1st. They are not going to Magra.

Mr. Lloyd Erickson is a recent addition to the division engineer's office, having come from the I. & D. Division.

Bill Berg is working nights to take every advantage of the new light in the freight office. Drop in some night and ask him about the new light.

Bill Powell, interchange clerk at the freight house, is looking for the weather man. Bill says that after buying such a good-looking overcoat the weather should give him a chance to see what the new coat would do. As it is now the weather is so warm he will soon have to dispense with it.

Winifred Rubertus has thus far successfully evaded most of the male hearts in our little circle, but the other evening we observed the dashing Bill Helwig escort the fair one about town, and some of the other dashing Bills seem much humbled.

Kenneth M. Kenney is the new clerk in the trainmaster's office at Aberdeen, relieving Ray Larson who opines he will take another fling at switching as soon as he has completed the spring work around his home. We take it that means helping out the Mrs. with her spring house cleaning, too.

Oscar Holmes, formerly of the yardmaster's office, is now abstract clerk at the Aberdeen freight house. Oscar is the bird who tried his hand last summer at raising chickens on an experimental basis. He said his Jersey Giants were as big as small turkeys. He fed them on dandelions because they are just chock full of vitamins. Observance was taken of the fact that he dug up the whole plant with a shovel. If it were only the blossoms he picked, we might have arrived at other conclusions, as the blossoms, it is said, can produce a liquid with quite a kick to it.

Quite a number of the division staff officers attended the Freight Claim Prevention meeting at Minneapolis, January 29th. The minutes of that meeting are now going the rounds on the H. & D. and it is expected they will prove interesting to the station employes.

Trainmaster Sizer has a rival in his penchant for window shopping. Engineer Penneywell is observed up town most every time he gets to Aberdeen, going up one side of the street and down the other, inspecting the windows. It's a mighty economical method. They say the Scotch are quite addicted to it.

Bill Lieb contributed a fine write-up for the I. & M. Division in the February issue, and with his picture at the top of the article, too. He should be a school teacher. We cannot but comment on the last part of his article, though, wherein he mentions prominent men produced by the I. & M. Division. The H. & D. claims some of the most prominent men on the Milwaukee System as its own. Vice-President J. T. Gillick spent his early days on this division, as did General Manager Harstad, who rose from chief clerk at Aberdeen. And there is General Superintendent Lollis who spent his telegraph and agency service in this territory. Mr. M. J. Flanagan, manager of the Safety Department, made his jump off at Aberdeen into official circles, as did Superintendent F. E. Devlin of the Coast Division, Superintendent H. F. Gibson of the Kansas City Division, F. T. Buechler, superintendent of the S. C. & D. Division, H. M. Gillick, superintendent of the Trans-Missouri Division, and our own Superintendent P. H. Nee of the H. & D. No doubt there are a number of others of which the writer is not familiar, but it looks as though the H. & D. was the cradle for the majority of the officers of the entire Milwaukee System. It is thought we should have a picture gallery of them in the H. & D. superintendent's office.

Chicago Terminals

Guy E. Sampson

ANOTHER month has passed and with it several of our employes have passed to the Great Beyond. On February 1st Mr. Archibald Portner, crossing tender, aged 78 years, passed away at the home of his daughter. He was sick but a few days with pneumonia. Mr. Portner was buried at Genoa, Ill., in the family burial lot.

On February 3rd Mr. Newton Toland, conductor on the Janesville Line and who lived at Bensenville died suddenly of heart failure. His death was not only a shock to his family but to all his co-workers as well. His remains were accompanied to St. Paul, Minnesota, for burial, by his wife and son, Harold.

On February 7th, Illinois Division Engineer Owen Swails passed away at his home in Bensenville, after a two weeks' illness with pneumonia. His remains were laid to rest in the Masonic cemetery on Irving Park Boulevard the following Sunday. The Masonic and Eastern Star societies of Bensenville and a large number of friends and relatives followed him to his last resting place.

On Sunday morning, February 9th, Herbert Gehrs, a car clerk in Bishop's office, were riding in an auto with several other young men, when their car, according to press reports,

scraped fenders with another car. This caused an argument in which young Gehrs and one of his companions were shot to death. His funeral was held from his home the following Wednesday.

On Wednesday, February 12th, a wire to relatives at Bensenville stated that Claud Steel had passed away at his home in Monrovia, California. Mr. Steel entered the employ of the Milwaukee as a brakeman on the Jay Line in February, 1917, and as a switchman in the Chicago Terminals early in 1920. In 1925 he became so badly affected with tuberculosis that the B. R. T. sent him to California where he has since been. His wife and 8 children are left to mourn his early demise. He was but 39 years of age.

Mrs. Emwie held the lucky ticket that entitled her to the beautiful lamp recently sold to replenish the funds of Chapter No. 3, Milwaukee Women's Club. (E. E. Johnson and others holding tickets away out west please note.)

And if any one thinks the employees don't read the Magazine, they ought to hear the number of people comment on the Spokane items last month what we did out there. And they were all of the same opinion, perhaps E. E. J. did take us over a lot of ground the 28th of December, but if Kickapoo was tired Mr. E. E. J. sure must have known that he had traveled some also. We promised the boys along the line to write up our trip and suppose they think we forgot all about it. Well far be it from "sich." We did our part but there was so much about Spokane in last issue that the editor didn't want to take up any more space with our offering and every word about that beautiful country was just as stated in the Magazine. It is sure a great place and when you have such loyal, cheerful entertainers as the Johnson family to show you around—well it just can't be beat.

Well, can you beat it! A lady recently saw Johnnie Holland, the switch tender at top of Galewood Hill and mistook him for Roy Hayden's father, and Roy is an old married man and Johnnie just a single kid. Great ideas some folks get at first sight. And they do say that Roy started on a diet to reduce and at the end of two months had gained almost forty pounds.

Yardmaster Walter Christiansen is laid up at his home in Westwood from a bad attack of neuritis. He had not been very well all winter but was not compelled to give up work until about the first of February.

Illinois Division Conductor Elmer Speck somewhat surprised his many friends when he took unto himself a wife and moved into the beautiful bungalow he built last fall on Addison Street in Bensenville. The many friends of the newly-weds wish them a long and happy life.

Well, Chicago Terminals is making a wonderful showing in the Safety First movement and every employe here is up on his toes and declaring that he will keep his feet under him, his hands away from drawbars or moving machinery and keep his mind on his work constantly. No flirting with any practice that may cause an injury to anyone.

Chicago Terminal Car Department

H. H.

At this writing, forepart of January, 1930, we at our Bensenville Train Yard and Interchange Gateway, a unit of Chicago Terminals, are receiving a great number of the new "MILWAUKEE" Mill Type 48' 6" inside length, 140,000 capacity gondolas from the Pressed Steel Car Company at Hegewisch, Ill. This new MILWAUKEE equipment is making its first appearance on home rail at Bensenville and we of the Car Department want to say

that this equipment, with the other new modern rolling stock of various design and class, which the Milwaukee has bought and received recently, together with the very good condition of its equipment, not so new, is kept in through the good efforts of our various system car shops and their efficient progressive or spot system methods of repairing equipment in cycles or schedules, should indicate to our friends, the shippers, that the Milwaukee equipment is the best in the country today and this with our many scheduled time freights whose mottoes are efficient "On Time" departures and arrivals must surely indicate to the consignees and consignors that the entire personnel of the "Milwaukee" realizes its obligations, which when boiled down to actual facts, mean one thing, the big thing they have to offer and are performing and which is: Safe—Fast—Efficient—On Time Service, in the Transportation line.

We are glad to announce the arrival of a baby boy in the family of Helper Apprentice Harold Gliddon of Bensenville Repair Track, Saturday, January 11, 1930. (Harold, by the way, is Safety First representative at Bensenville Repair Track.) This is the first born, and it is a good thing Hank had a needle and thread in his desk when Harold informed him of the new arrival in order that he could sew the buttons back on his vest. Congratulations, Harold, from all, cigars were good.

Car Foremen's Association of Chicago held its monthly meeting at Great Northern Hotel, Chicago, Monday, January 13th. The subject at this meeting was "Discussion of A. R. A. Rules of Interchange, 1930." Very good and educational to all those concerned in inspection and interchange work. The February meeting will be held in the regular room,

Crystal Room of the Great Northern Hotel, meeting to be held on 3rd Monday of the month which will also hold discussion of Interchange Rules as the subject was too lengthy and important to finish in one meeting. Mr. F. J. Swanson, D. M. C. B. of Minneapolis, is president of this association and all carmen would benefit educationally by joining. If they cannot attend the monthly meeting they will benefit by the proceedings of these meetings which are mailed monthly to all members.

Good to have Mr. Larsen of Mason City and Tal Hughes of Minneapolis at the Car Foremen's Association meeting. Hope they found same educational and to their liking.

Ed Schmidt (Smitty) Bensenville Rip Clerk, and the answer to Maidens' Prayers (in Elgin) made a flying trip to Dayton, Ohio, over the New Year's holidays to visit relatives.

(Did you hear this one?)—

Parson: Does you all take this man fo' better or fo' worse?

Bride: Lan' sakes, Parson, how can I tell so soon?

Safety Section

We believe that Safety has such an important part in all our operations that it deserves a title or section set aside in this column. On January 17th, G. C. F., Mr. Faltinsky of Chicago Terminals, arranged and held a supervisors' Safety meeting at the Western Avenue Coach Yard. Meeting called at close of shop work, 4:30 p. m., and every Car Department supervisor in the Chicago Terminals attended. Mr. Faltinsky opened the meeting with a very nice, convincing talk on Safety work, after which he introduced Mr. Harland local supervisor of the Pullman Company, who gave a very nice talk on Safety methods employed by his company in Safety work.

THE BINKLEY COAL COMPANY

are Miners and Dis-
tributors of the Best
Grade Coals for All
Purposes

BAE

WRITE US FOR PRICES

Burnham Bldg.

CHICAGO

Car Foreman Buckholtz and Assistant Foreman J. Schliep and E. W. Berndt, all of Galewood Yard No. 1 Shop, and H. Hewing, Car Foreman of Bensenville, attended the dedication of the new freight car shop at Milwaukee Saturday afternoon, January 25, 1930. It was indeed a pleasure to be fortunate enough to attend this dedication of the finest and most modern freight car shop in the country today. Chicago Terminals Car Department wish Milwaukee the utmost success with their new shop, both in production and safe operation of same.

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

Nora B. Decco

WELL, we will try and motor some more now and see if this reaches the editor's desk, and hope to save our lives this time, after all the black looks due to the vacant space where we should have been last month, what became of us, we know not, but the day it was mailed would freeze the stamps right off the envelope, so maybe that's what happened, but never say die, and here we are once more as bright and cheerful as if no one had ever said any mean things about us, or as if we hadn't heard them or just as if we don't believe them if we did hear.

Let's see—today is February 15th, and aside from it being the last day of the first half, it's only thirteen days until spring arrives, yes, I know what the calendar says, and what the groundhog did and a lot of other old stuff, but when the first of March arrives it's spring, and as for me, I'm about sick of winter myself and don't care if he knows it, so if the robin and bluebirds arrive in a snowdrift, I'll do all I can to make them happy and keep them here and shall expect all my good friends to help me, too.

Brakeman Burns is in the Three Forks hospital with a badly burned leg and side after an accident in the yard at Harlowton, January 25th, while cutting in a helper motor on a westbound train there. Was brought in here on 263 and while the accident was not so severe as thought at first, he will be laid up some time while the rest of his family visit

him and tell him the railroad news. We hope soon to see him out again.

We regret to write of the sudden death at San Pedro, California, January 18th, of Art Moore, a former passenger conductor, who worked here on the R. M. Division for many years. He was taking a walk after breakfast and did not return home, later being found on the street where he had died very suddenly. He leaves a wife and two children and we offer them our sincere sympathy in this loss. Mr. Moore was well known here and on this division as his home was at Three Forks up to a few years ago.

A very sad accident occurred near Deer Park the morning of January 18th, when Olaf Johnson, section foreman in that district, and a companion on a motor car, were struck by a helper engine and both instantly killed. Mr. Johnson was a former section foreman at this point and at the time of his death was foreman at Deer Park. He leaves a wife and ten children, and the entire Rocky Mountain Division extend to this family their very deepest sympathy in the great loss of husband and father.

Mrs. Brentnall, wife of Engineer Brentnall, is recovering from a number of bruises which she got when the car in which she and some friends were riding was struck by another car from the opposite direction. She was taken to the local hospital but removed the next day to her home where she is rapidly recovering. We hope to soon see her out again and hope nothing like this will happen any more.

Conductor Wilson and wife have moved over to Deer Lodge for the winter as Mr. Wilson has taken the passenger run during the absence of Conductor Rogers, who has gone to California.

Fireman Sam Haffner and wife and Engineer Lieb and wife have gone to California for a few months' visit. Mr. Lieb's son Charles, is now Dr. Lieb, if you please, and has his office in Seattle.

Engineer and Mrs. Charles Rader have returned from Seattle where Mr. Rader was called on lodge business.

Former Conductor M. B. Vaninwegan of Seattle, now general chairman for the conductors, Lines West, stopped off a few days on business and pleasure to say a few words to the folks here en route east. He says he

appreciates all the advertising we are giving him. Well, we always do all we can to keep our friends in the newspapers, one way and another, but right at this time haven't heard of a single thing about him that is worth writing about, but will keep right on the track of the news and soon as there is anything worth while will be sure and comment on it. This is not a Paid Ad.

We ought to have a real good photograph for the next issue. Would have had it for this one, but some of my gang is pretty slow in getting material together, and we thought we ought to have a pretty good write-up to go along with the photograph, as for me I just sit right down and write, but the rest of 'em, now, well, maybe some of what they write has to be blue-penciled, and no telling maybe all of it will.

S. M. East
V. J. W.

MILWAUKEE bowlers will look with envy on the record set by S. M. Mail Clerk Art Meyers of Austin, who rolled 23 consecutive strikes in a round robin tournament held at Austin, February 8th. Meyers not only rolled the first perfect game ever recorded at the Austin Recreation Club alleys, which were opened in 1925, but also set a new three-game high total of 817. In his opening frame he got a split and struck out for a 279 total. He then followed with his 300 game, and finished with a 238. On February 10th Meyers again rolled a perfect game and with his partner set a new high doubles score of 1,453 for three games.

Our two freight office hunters, "Red" and "Knut," have joined the new Rifle Club and made a notable showing (?). If you turn the score sheet upside down you will find them at the top of the list with a 63 and 70. We know now why there is a surplus of game in these parts. Our auburn-haired weighmaster "Curt," has also signed up and set a new record with 23 out of 200. This brings to light why that new retriever has been trained on old shoes. We suggest the dog is a good one if he brings home any game.

Machinist Helper Geo. Kelsey of Jackson, wife, son Lyle, and daughter Lillian, left January 15th on a three months' trip west. They will stop at El Paso, Los Angeles, and Salt Lake City.

Conductor Thomas McGreevy returned to work February 1st after a two months' trip to California.

Operator J. L. Ahern bid in the first trick at Austin Yard.

Assistant Cashier Barker, not forgetting his experience as publicity manager for the "Rainbo," has offered for sale a very few reserved seats with unobstructed view in the east freight office window. The last notable performance was a take-off on "Hit the Deck," ably presented by Evelyn and Violet as they were negotiating the icy walk near the freight office during our recent sleet storm.

Accountant R. G. Evenson reported to work February 6th carrying a badly swollen thumb in a most noticeable bandage. No report was given as to its cause, but those who knew R. G. E.'s mission for the previous evening can readily surmise that shivareeing is not the least hazardous of adventures especially when more than one family lives on the same floor. It is further rumored that a toupe and derby hat were found in a hallway near the State Theater on the night of February 5th.

Agent B. Woolworth of Waldorf, has been sick for several weeks. E. J. Martinson is relieving him.

Operator Lou Grau has been working third trick at Ramsey since February 1st.

208
South La Salle
Street

Deposit on schedule in a
savings account at this bank

CENTRAL TRUST
COMPANY OF ILLINOIS
CHICAGO

We were very sorry to hear of the death of Mrs. Okre, mother of Cashier L. H. Okre of Albert Lea, who passed away at her home February 5th. Mrs. Okre was 73 years of age and had been in failing health for the past two years. Funeral services were held at Albert Lea February 8th.

Traveling Engineer Roy Austin has been working a few weeks on the La Crosse Division relieving Traveling Engineer Little.

Section Foreman Andrew Amundson of Hayward, is soon to be the central figure in one of the "happily ever after" skits, if reports are true. He has taken to lemon drops and lollipops in preference to STANDARD, and it was not a New Year's resolution either. Incidentally our newly elected justice of peace, Agent J. C. Hanson, has been taking very good care of his throat and perfecting his technique as though in preparation of officiating at some public event. Can it be that "Doc" will be the victim of Casper's "one big moment?"

Brakeman W. J. Morgan suffered a very serious injury when he fell from a moving train at Spring Valley February 2nd. He suffered the loss of his right arm below the elbow, and one finger off the left hand. We are glad to hear that he is recovering rapidly and will be released from the hospital soon.

Clerk Ray Hoffman is reported as having uncrated a new 1930 model last week. The specifications call for four wheel brakes but no horse power. It would appear that Ray is preparing for the Easter promenade.

Auditor F. J. Herrick was called to Madison, Wis., February 8th due to the serious illness of his brother.

Section Foreman John Nelson of Rapidan, has been laid up several weeks with pneumonia. Mr. Nelson is a veteran of 55 years' service.

Mrs. C. M. Aughey, wife of Dispatcher Aughey, was quite badly injured Sunday, February 9th, when she fell on the porch of their home in Austin.

Engineer Jos. MacDonald and wife left late in January for a trip to San Antonio.

Word reaches us from La Crosse that Lineman Chas Probart, while still confined to the hospital, is showing improvement.

Conductor Wm. Torbert and wife left late in January for a trip to California.

General Foreman H. J. Keck and family attended the Shrine Circus at Minneapolis February 7th.

Yard Conductor A. E. Thompson returned to work February 8th after a two weeks' illness.

Yard Conductor Joe Klema attended the auto show at Minneapolis February 4th.

Conductor Frank Kriz reported for work February 11th after having been laid up three weeks with an injury.

Roadmaster Clerk Dick Hogan is scheduled to make a trip to Chicago, February 21st. Reason unknown. Is she blonde or brunette?

We have six new conductors on the S. M. East since examinations were held early in February: A. M. Evenson, J. D. Zook, B. T. Jorgenson, J. H. Bleise, G. P. Qualey and B. H. Skjeveland.

Realizing that even though our first attempt at poetry some months ago was received with marked disdain, the marred countenance of our titian-haired timekeeper, Chester B. Munson, again brings it to our mind:

"While sailing down the stream of life,
I met a mighty obstacle.
I know not how, or when, or where,
But all that suffered was my optical."
(With apologies to Sever.)

Station WLE

Harriet

Announcement

SINCE the consolidation of the Refrigerator Service Department and the Claim Prevention Bureau, "S. R. S." is no more, therefore, our column heading is hereby changed from "Station W-SRS" to "Station WLE," "WLE," I am sure we all know, is our worthy captain's (Mr. W. L. Ennis) initials.

Welcome

Mr. Ennis and the employees of the Refrigerator Service Department welcome Mr. Wicke and the employees of the Claim Prevention Bureau. All hands on deck—then let's go—for greater Refrigerator Service and Claim Prevention.

Congratulations

Congratulations have poured in from all sides and they are summed up in the concise and very nice way in which Mr. Lindquist, assistant perishable freight inspector, South Minneapolis, Minn., quotes: "We all wish to extend to Mr. Ennis congratulations and wish him the best of success in his newly appointed position as manager Refrigerator Service and Claim Prevention."

Thanks

Mr. Ennis wishes to express sincere thanks to all for the very kind felicitations offered in his behalf upon his appointment as manager Refrigerator Service and Claim Prevention.

Top of the Dial

South Minneapolis again hits the Top of the Dial. They are first with the news. Perishable Freight Inspector Miskimins sends in the following data, which again proves the extent

of The Milwaukee Road's Refrigerator Service and Claim Prevention, with a praise for the boys along the line who are "always on the job."

"On February 7th two test cars of bananas equipped with electric thermometers were delivered our line at Dubuque, Iowa, for Minneapolis, Minn., accompanied by Mr. H. C. Erickson, Refrigerator Department, Illinois Central Railroad; Mr. G. B. Green, Transportation Department, Illinois Central Railroad, and Mr. Kenneth Pepperdene, Fruit Dispatch Company Test Engineer of the Fruit Dispatch Research Department. The test was run to ascertain the inside temperatures of the cars and the effect of different insulations in resisting the cold. On departure from the Twin Cities, these southern gentlemen from New Orleans offered expressions of being well pleased with the service accorded them and the shipments all the way from Dubuque to Minneapolis by the various employees and divisions who came in contact. Mr. D. S. Westover, chief inspector, accompanies these shipments from Dubuque over our line."

Assistant Perishable Freight Inspector Lindquist again lends a hand in the Twin City Terminal Refrigerator Department broadcasting.

Mr. W. L. Ennis was a pleasant caller at Minneapolis on January 29th, attending the district claim prevention meeting held in Mr. Christoffer's office.

Inspector Leaf had the misfortune of slipping and falling between cars while inspecting a car of meat in train 264 at South Minneapolis on January 25th. However, as luck was with him, he was not seriously injured and will be able to resume his duties very soon.

Let us all watch our step in the future and prevent any more reportable injuries for the

CHASE & SANBORN'S SEAL BRAND COFFEE

— the most widely
used and enjoyed
in the United
States

The standard
for over fifty
years



Seal Brand Tea
is of the same high quality

balance of the year. Always think of your dear ones at home when performing your duties!

At the last Safety First rally held in conjunction with the Milwaukee Women's Club at 1508 East Lake Street, Minneapolis, the Refrigerator Department was very well represented, about 75 per cent being present. Let's try and make it 100 per cent at the next meeting!

Mr. D. S. Westover, chief inspector, Lines West, passed through Minneapolis on No. 18 January 22nd, en route to Chicago. Glad to see you, Dave! However, some of the boys were disappointed that they did not hear any news about the poultry and egg business from Lines West. Try not to forget next time!

Sick List

We all offer best wishes to Donald Youngs, who has been very sick with a bad case of pneumonia, for speedy recovery to health. We miss our small Tarzon, who is right there from a hop Scotch step to an original joke. Our wise crackerjack box is rather empty since he left.

Cracks

Um boy! the scribe was itching to get her hands on the sentimental verse Rosie's Knight of the Steam Pipes sent her. And we wonder whose wrist watch she's wearing now.

Three guesses: Who in our office looks like the Prince of Wales? Now don't go looking around for somebody on crutches. He hasn't fallen off a horse lately. Reference is made to features.

Rally

Yes, we'll rally 'round our column, boys and everybody, we'll rally once again. Come on, let's see who can Top the Dial next month in broadcasting!

S. C. & D. Division Items

J. Glenn Kasak

G. W. MAYSONHOLDER, formerly train dispatcher, bid in the agency at Westfield. Glenn has put in some hard work the past few years and is going to take things easier now.

The Buck Grove station has been closed on account of the lack of business and Agent G. H. Nance has moved to Tripp, S. D., as operator.

The S. C. & D. Division went over the top again in January, and in spite of the big reduction in grain loading, more business was done than in the same month a year ago, all due to the heavy meat and stock business which is the heaviest we have ever seen.

"Buck" Jenkins, our oldest passenger conductor, who has been off the job the past two years due to illness is now our station master at Sioux City. Buck's smile is certainly pleasing to the public.

Miss Edna Anderson, stenographer in superintendent's office, was married to Mr. Melford Lothrop, Monday, February 3rd, 1930. We have been expecting this for some time. Well, Edna, we certainly wish you lots of luck and happiness. Melford is a lucky boy.

Agent Clark at Hornick purchased a radio recently. "Didn't know what I have been missing all these years," he says.

Dispatcher R. J. Gorman has again returned to his position at Sioux City.

Yardmaster M. Koontz is again in the train service as assistant conductor.

Melvin Berg, pump repairer at Scotland, now has another faee to feed. The young lady arrived New Year's Eve.

Ingvold Johnson, B. & B. carpenter, is also proud daddy to a new baby girl.

Tuesday, January 21st, Switchman H. E. Otis and Miss Evelyn Marie Sullivan were mar-

ried at Sioux City. We wish you lots of luck and happiness.

A 7½-pound boy arrived at the home of Mr. and Mrs. Mike Beck the evening of February 2.

Brakeman Millard Clement was overpaid during the last half of December, 1929, and when he discovered the discrepancy, he promptly reported same to the timekeeper. Brakeman Clement is to be commended for reporting this matter.

Due to excessive deadage of live stock everyone is quite concerned about claim prevention and we held meetings at Yankton, Sioux Falls and a staff meeting during the last week in January, to discuss this important subject.

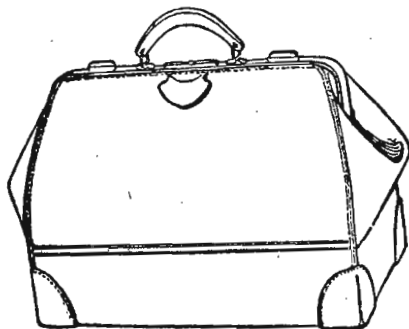
We understand that General Agent Griffiths and Traveling Inspector Philpot had a serious encounter with some wild (not blind) pigs, while watching the unloading at Sioux Falls stockyards during the severe weather.

Garrett G. Hartenhoff, car inspector for the past 15 years at Sioux Falls, passed away at a local hospital after a week's illness. All employees offer their deepest sympathy to the Hartenhoff family.

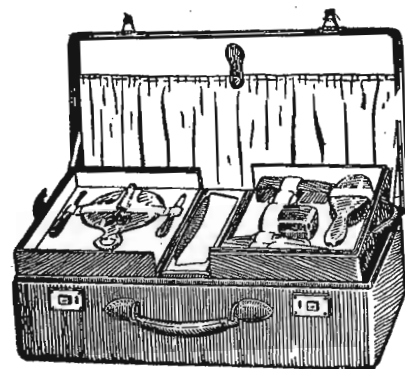
The new 80-foot electric turntable at Sioux Falls was placed in operation the latter part of January. Now that we have a place to turn big power we have F-5 engines running in and out of Sioux Falls on our crack train "The Sioux."

It has been rumored that the dining-observation car operating on the Sioux is to be equipped with a radio in the very near future. Won't that be nice?

At this writing Sioux City appears to be at the beginning of a spat epidemic. The first symptom observed was a short time ago, when B. O. Johnson, Assistant Engineer, showed up at the office on Sunday, wearing a pair of spats. Shortly after E. Q. Hoberg was caught in the act of wearing a pair of the dern things



Luggage for a Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

Always glad to offer gift suggestions for usual or unusual occasions.

OMAHA PRINTING CO.
— LUGGAGE DEPARTMENT —

Farnam at Thirteenth
OMAHA, NEBRASKA

on a week day. The Sioux City authorities are somewhat puzzled as to just what action to take, as it doesn't seem to be definitely decided whether the wearing of spats is a bad habit, a disease, or a crime. However, the pernicious habit of spat-wearing is followed usually by a cane, sleeve handkerchief; and in the last stages, to the wearing of a monocle, and radical action should be taken to check this epidemic in its first stages.

Mr. B. O. Johnson, assistant engineer, of Sioux City, who has so efficiently supervised the building of the new double track line along the Missouri River front project has been transferred to Chicago. We are mighty sorry to see Burt go, but we understand his new job is in the nature of a promotion, and Chicago will be the gainer by our loss.

Wilbour Lifton, trucksmith at the Sioux City shops, had the misfortune to have a jack tip over on his foot a short time ago, causing a severe bruise and breaking one of his toes. Wilbour will probably use considerable care in the handling of jacks from now on.

The clerical force of the Sioux Falls office gave a party in the Flame Room of the Green Lantern on the evening of January 18th. At seven o'clock the clerks with their wives or mothers and two guests, thirty-eight in all, sat down to a beautifully appointed table. A miniature C. M. St. P. & P. engine pulling 5808 made trips up and down the table. E. E. Lovejoy dispatched the orders and Jerry Murphy, roadmaster, was called out frequently for track repairs.

After dinner Miss Laura Sievert and Mr. Donald Lovejoy entertained with several violin selections. Mrs. John Bell sang two charming numbers. One of the guests, Mr. Paul Javorek, played several numbers on the concertina.

W. D. Griffiths, general agent in a jolly little speech gave a brief review of the personnel of the office since he had been in charge. He expressed his appreciation of the co-operation and friendliness of the employees.

Mr. Javorek played for an hour of dancing during which Mr. and Mrs. P. V. Larson danced the schottische. The rest of the evening was spent around the card tables. The prizes in bridge were won by W. D. Griffiths, Mrs. B. Murphy, Mrs. E. E. Lovejoy and Donald Lovejoy. The 500 prizes were won by Lloyd West, Ruth Mostrom and Mr. and Mrs. Ernest Robb.

Notes from the Local Freight Office, Tacoma

R. R. T.

THE recent cold spell—it was a little cool even for this favored spot on Puget Sound, but if it got as warm in Wisconsin or Minnesota during the winter as it was cold here, the farmers would begin to talk about the spring plowing—well, as we were about to remark, the recent coolness in the air awakened in Miss Frieda Marty a longing for the alleged sunshine of California and she took her vacation early, so as to make a two weeks' trip to California, going, we are informed, even as far as Tia Juana, just to satisfy her curiosity as to that famous winter resort. She has not yet returned, so we are unable to give details of her adventures, but we hope to be able to give a full account in our next installment.

Raymond Fink, industry checker on Commerce Street and in the Hillsdale Yard, is now on the swing job at the Main Yard. One day a week the man on that job has to relieve at the baggage room in the passenger station, and Ray is having some hectic experiences with the traveling public. He has found out that one cannot well check baggage without baggage checks; he can tell by a mere lift with one hand whether a tool chest is over-weight or

not; he has already handled more baby carriages than he ever dreamt there were; and the other day we hear he got in bad with an irascible old lady because he politely but firmly declined to check a reel of barb wire for her. He looks forward to his weekly turn at the baggage room with mixed fear and pleasurable anticipation.

Tom Dolle, chief bill clerk, was on the sick list for some time recently, due to a bad cold, and we are glad to greet him back on the job. During his enforced vacation that efficient rate juggler, Al Goldsborough, acted as chief bill clerk also.

Prent Bement, turned loose on a cold and unfeeling world by reason of being bumped off his job at Cedar Falls, came home to the paternal roof until things open up again; it will seem good to have mother's cooking again.

Mrs. Fink, of this city, mother of Ray Fink, our swing checker, left a few days ago for an extended trip to southern and central California, more particularly to Los Angeles, where she has two married daughters living. Ray seems to keep on eating about the same as usual, but is doubtless more than anxious for the maternal return.

Twin City Mechanical, Store and Car Departments

N. A. H.

THE first new F6 engine 6400 made its maiden trip to Minneapolis, January 18th, on train 17, Engineer W. Crouch. The engine had many spectators during its stay in Minneapolis roundhouse.

Sorry to say that Engineer Jay Tiffany is still confined to his home. Mr. Tiffany is more than anxious to resume work now that the new engines are assigned to the River Division and we all wish him back on the job, enjoying the thrills at the throttle again.

Engineer Harry Podus died at 9:30 P. M., January 20th, from injuries received in an accident and we extend to his family our deepest sympathy.

We also wish to extend our sympathy to Mr. Wm. Henderson, dispatcher, and Mr. Wayne Henderson, foreman in the back shops, account of the loss of daughter and sister respectively.

Mr. Wm. Powers, an old employee in South Minneapolis roundhouse passed away during the month of January.

Master Mechanic John Turney went through the month of January without an injury of any kind, his territory covering Twin City Terminals, Duluth Division, River and C. V. & W. Divisions, a total of over 500 employees.

Traveling Engineer W. C. Blase was ordered to Milwaukee to assist in breaking in the new engines and Traveling Engineer Frank Hemsey has just about lived on the road since the new engines arrived. He reports they are wonderful locomotives.

We have been wondering for the past few months how it was that Pete Walsh of St. Paul roundhouse always has such a pleasant smile. Well, we just found out that he is a "papa" and we did not know it.

"Scotty" Forbes, one of the efficient boiler-maker helpers at St. Paul got himself a "Scotch Haircut." Very short. A sure sign of spring.

Pete Johnson, a machinist in St. Paul shops, was inviting a few of the fellows to a fancy party, but some of them don't quite understand what B. Y. O. B. stands for on the invitation card.

Our General Foreman, Jean Brossard, is beginning to think he is getting old because he is having trouble with one of his wisdom teeth. Cheer up, Jean, maybe another one will grow in its place.

We have noticed Engineer Charles Sanborn sporting around with a new Chevrolet sedan. We hope it will render you as efficient and lasting service as the old Buick did, "Charlie."

It has been noticed that the patronage at the lunch room located near the roundhouse in St. Paul has been greatly increased since the management has been taken over by Mr. and Mrs. Fred Smith on account of the vast improvement in quality and service. We all appreciate this and hope that they will stay with us a long time.

"Life's path is well marked with traffic signals pointing to the safe lanes."

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

D. H. A.

THE Trans-Missouri kiddies got a big wallop out of having their pictures in The Magazine, and we are mighty proud of all of them.

Why Wait? Get it Now!

It is better to have it when you need it, than to need it and not have it.

Why not insure your earning power with an income, before you are *sick or hurt* and can't get it?

Think it over. You cannot do much with the small monthly premium while working, but *you or yours* can do something with \$1000 or a monthly income which the small monthly premium pays for when *sick or hurt* and unable to work.

CONTINENTAL CASUALTY COMPANY (The Railroad Man's Company) Chicago

CUT OUT AND MAIL TODAY

Continental Casualty Company
910 Michigan Avenue, Chicago, Ill.

I am employed by the MILWAUKEE ROAD, _____ Division.
Please send me information in regard to your Health and Accident Policies, such as are carried by hundreds of my fellow employees.

My age is _____ Name _____

ADDRESS _____

...ment in locomotive
... number of classified repairs and, ...
... important, a reduction in locomotive repair costs
per mile.

Outside of the field of motive power a striking example of the value of good maintenance may be seen in the experience the railroads have had with the modern rail motor car. The maintenance problem with this class of equipment seems to be one of parts replacement and running repairs. The service records show that many of these cars have run from 200,000 to 300,000 miles without general overhauling and, in some cases, with a reliability factor of better than 99 per cent.

To what may this improvement in mechanical-department conditions be attributed—to organization, methods or to facilities? The answer is, without doubt, to a combination of all three.

From
RAILWAY MECHANICAL ENGINEER
February, 1929

On 353 Gas-Electric Cars

*G-E equipment helps
make this record
possible*

G-E gas-electric equipment is outstanding in simplicity of control, economy of power transmission, and continuity and reliability of operation. The G-E office nearest you will gladly give you complete information on request.



ALMOST everywhere, railways are profiting by the economies of G-E equipped gas-electric cars—economy of operation, of maintenance, of crew and engine-house expense.

These advantages and an unusually high availability have enabled G-E equipped gas-electrics to operate at a profit on many light-traffic lines.

391-32

JOIN US IN THE GENERAL ELECTRIC HOUR, BROADCAST EVERY SATURDAY AT 9 P.M., E.S.T. ON A NATION-WIDE N.B.C. NETWORK

GENERAL ELECTRIC

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y., SALES OFFICES IN PRINCIPAL CITIES

Auditors F. L. Otto of Miles City, and F. X. Langer of Aberdeen, checked the Mobridge freight and ticket offices January 20th and 21st.

Miss Mildred Risch of Deer Lodge, has been assigned the position of clerk at the local round-house, the position formerly held by Mrs. Frank Morrison.

Traveling Inspector A. M. Phelps of Aberdeen, spent a few days here superintending the transferring of the damaged cars in the Watauga wreck, which occurred on January 9th.

The many friends of James Traynor, familiarly known as "Dad," who is a patient at the Mobridge hospital, will be glad to know that he is getting along as well as can be expected and is as cheerful and jovial as usual. We hope it warms up soon so he can come out and see us.

We sympathize deeply with Mrs. Ora Miller on the death of her mother, Mrs. Rebecca Wagner, who passed away at Three Forks on January 13th. Mrs. Wagner made her home with Mrs. Miller part of the time, and during her stay at Mobridge, made many friends who regret to hear of her passing.

Asbury Childers, third trick operator at Marmarth, had the misfortune to freeze his toe, making it necessary for him to be off duty several days.

The other day we overheard Floyd Brown asking Jake Keller: "Where did you find 'Red Wing?'" Just what did he mean, Jake?

Albert Stapf slipped and fell on the ice at Trail City while on a fishing trip and is now at the Mobridge hospital for treatment.

Engineer and Mrs. R. P. Donkers, who have made their home here for the past year, left the middle of January for Harlowton, where "Rude" will run the local freight. We are sorry to lose the Donkers.

Sincere sympathy is extended to Mr. and Mrs. M. D. Jacobson and family on the death of their daughter Mrs. John Berens, Jr., who passed away on January 20th.

Miss Vera Perry, who has been employed at the relay office, left for St. Paul, where she will take a course in nurse's training at the Ancker hospital. Her position is being filled by Mary Mosher.

Mrs. Anton Schmitt left Saturday for her new home at Billings, Montana. We sure do miss you, Besse, and the best wishes of all your friends are with you.

Conductor E. M. Middleton and wife of Marmarth, are enjoying a trip to Salt Lake City and points in California.

Miss Marie Blake of Miles City, has been assigned the position of general clerk at the Mobridge freight office.

At this writing one of our genial engineers, Avery Gibson, has just been operated on. Reports from the hospital are very good.

Arnold Running, chief clerk in the master mechanic's office at Miles City, spent a day at Mobridge on business.

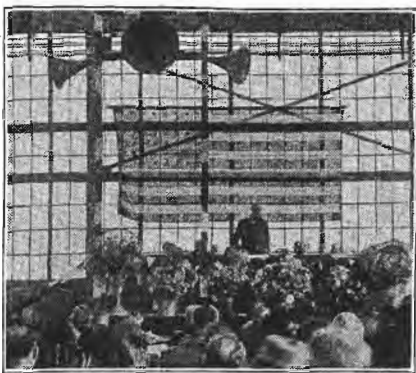
The B. of L. E. and their ladies' auxiliary held a joint installation on January 14th, Harry Conger and Olive Herschleb being the installing officers of two very creditable ceremonies. After the installation dancing was indulged in and delicious refreshments were served.

S. C. D. Notes

F. B. H.

Dedication of New Freight Shop

SATURDAY, January 25th, was a red letter day in the Car Department, and one that will long be remembered, because that day the new million dollar freight car shop was dedicated. The Car Department is justly proud of the new shop—it is a wonderful structure, filled with conveniences and the latest kind of



Flower Decorated Platform at the Freight Car Shop Rally

machinery. In fact, they say it is one of the finest in the world. Another evidence that The Milwaukee Road leads.

The celebration was a very huge success—in-itations were issued to all the employees and their families. Many of the men have worked down here for twenty-five years or longer and this was the first opportunity their families have ever had to see the place where these loyal men have put in a good share of their lives, and the majority of the people availed themselves of this opportunity and turned out six thousand strong.

Speeches were made by Mayor Hoan, President Scandrett, Vice-President Gillick, Mr. Flanigan, Mr. J. A. Anderson, Mrs. Carey, President of the Milwaukee Chapter of the Women's club; Mr. Jones of the Canadian National Railway, and Mr. Nystrom. Music was furnished through the courtesy of Mr. Al Link of the Locomotive Department, by the band of the Milwaukee Road Post of the American Legion. The band added a lot of color to the affair, too, because the girls wore beautiful white and red satin uniforms. Community singing was indulged in, led by Mr. Nelson of the Vacuum Oil Company, and the songs were written by Julia Barrows and Al Link. Everyone enjoyed singing and many compliments were paid to our song writers.

After the speeches a lunch was served by Mr. Murphy, assisted by the girls in the Car Department and the Women's Club. There seemed to be loads of food: 4,500 sandwiches and a like number of cakes, 30 dozen cookies, five gallons of pickles, 9,200 bricks of ice cream, and 49 pounds of coffee were used, but even with that great quantity of food it was all gone in a short time and some of the guests didn't get any lunch, however, good fellowship prevailed and no one seemed to mind, in fact everyone declared they had a splendid time and that the affair was extremely successful.

The platform was beautifully decorated with baskets of flowers and plants which were sent by various commercial concerns and railroad departments. These flowers were later sent to the Veterans' Hospital at Soldiers' Home to spread more cheer.

Ethel Carpenter is back from her leave of absence and is looking and feeling fine. We are glad you made such a speedy recovery, Ethel.

Edgar Geis is on a leave of absence account ill health. We sincerely hope the rest will restore his former good health.

Bernice and Julia spent a week-end in Chicago and report a perfectly wonderful time. They learned how to beat "The Scalpers'" prices 'n' everything—even missed the 9:15 train—so now you know how late they arrived home, and I'm sure will agree with us that they must have had a marvelous time.

Johnnie Kozlowski got reckless too, one week-end recently, and went to Chicago and saw Eddie Cantor in "Whoopie." Occasionally we glance that way and see a big smile on his face or even hear him chuckle as he's busy with the B. O. Report—guess it must have been a good show.

Leone has found the new styles very becoming but we doubted if that alone was the reason for the recent additions to her wardrobe, and think the reason is six feet tall, who is said to be a wonderful dancing partner. And what is the little story about the locks—out in Portland they weren't strong enough, and in the new shop they were too strong. We can't seem to get straight on these stories. Come on, Lee, don't be so Scotch with the information!

Helen Horan was on the sick list for several days but is back at work and feeling fine now.

Martin Biller joined The Great Army of the Sick for a couple of days, too, but is back at the office now.

Talk about lucky—our Mr. Petran is just that! Here they are, he and Mrs. Petran, vacationing down in Florida. Well, we hope they have a splendid time and that he brings each of us a nice ripe grapefruit.

Erv Weber used to tell us he couldn't play Bridge but now it's different. He just says he's going to get first prize—runs up a score of 2,500 and thinks nothing of it. 'Course all the credit isn't due Erv—he gets good partners (?) now and then.

We hear lots of talk these days about a bowling tournament in Kansas City, but I understand that the S. C. D. office will not be represented at this tournament. Wonder what's the cause that our boys don't get out and bowl.

Did you notice the four cute little girls in white who bore the flag and led the American Legion Band around the new shop on the 25th? Well, they were none other than our own girls, Leona, Bernice, Edithe, and Julia.

Iowa (East) Division and Calmar Line

John T. Raymond

CONDUCTOR J. L. ROBERTS and wife spent a few days the latter part of February visiting their daughters in Perry and Des Moines.

Conductor W. D. Shank was off duty the first two weeks in February with a bad case of shingles. Conductor Phil Shoup relieved on Nos. 8 and 19 between Marion and Chicago.

Train Baggageman J. M. Murphy is confined in a Chicago hospital with pneumonia. His many friends on the Iowa Division hope for his speedy recovery. C. J. Newlin has taken Murphy's run on Nos. 19 and 8 between Marion and Omaha.

On February 1st an eight-pound daughter was born to Brakeman and Mrs. Frank H. McDonnell at Savanna. The Magazine extends congratulations.

Brakeman Frank Barger, who has been in freight service on the Dubuque-Nahant run, has taken the baggage run on Nos. 38 and 39 between Davenport and Milwaukee, relieving M. D. Smith, who is now in freight service out of Perry.

Passenger Brakeman Newell Hayes who has been breaking on Nos. 38 and 39, between Davenport and Milwaukee, for some time, has moved his family from Marion to Milwaukee.

Passenger Conductor Andy Schader has taken a leave of absence and with his wife has gone to Florida, where he expects to spend the balance of the winter. Conductor W. I. Farrell is relieving on Nos. 10 and 31, between Cedar Rapids and Savanna.

Conductor Chas. Cornelius has taken a leave of absence and expects to be off duty for

several weeks. Conductor Lee Tolbert is relieving on Nos. 3 and 4, between Omaha and Marion, and Phil Shoup has taken Tolbert's regular run on the North End passenger.

Conductor Ed Templeton has taken a leave of absence and expects to be off until it warms up. Conductor F. S. Craig is relieving on Nos. 8 and 19 between Marion and Chicago.

A new locker room and wash room for engineers has been installed at Cedar Rapids.

Roundhouse Foreman R. E. Broussard at Cedar Rapids has a new office.

Roundhouse Foreman W. E. Cooper and his associates at Atkins Roundhouse are very proud of the fine new attractive looking Safety First Bulletin Board recently installed there for the employees. This board was constructed under the direction of Master Mechanic C. L. Emerson of Chicago, and Roundhouse Foreman L. J. Webber of Bensenville and sent to Atkins. It contains interesting Safety First information and records of injuries since 1926 at Atkins. This board is scanned daily by the entire force and there is deep interest in keeping the record 100 per cent. There has not been an injury for 526 days up to February 14th. Hurrah for Atkins roundhouse force!

A Claim Prevention meeting was held in Superintendent Elder's office at Marion, February 8th. Among those in attendance were W. L. Schmitz and W. L. Butler of Council Bluffs, J. J. Kindig, R. C. Dodds, S. Einerson and W. D. McGee of Perry.

J. V. Mullen has been appointed agent at Payette. F. E. Sorg is acting agent there until Mr. Mullen takes charge.

Engineer L. C. Low of Marion, has been away from duty some time visiting with Mrs. Low, who went to Rochester, Minn., for treatment.

Mr. and Mrs. L. K. Owen have returned to Marion after a six weeks' stay in Southern California and visiting their son, A. B. Owen, in Riverside. While there they celebrated their forty-fourth wedding anniversary.

Coast Division

Kirk

WE have had considerable skating around Tacoma this winter due to the "unusual" cold weather, all the lakes being frozen over. Skates were at a premium due to most of us having left them back East where there is always use for them in the winter time. The sport was much enjoyed by those who could find skates.

While there has been considerable ice, the snow has been conspicuous by its absence, even on the "hill" where we usually have use for several rotaries and flangers and the like of that. The absence of snow has made it possible for some bad forest fires around Cedar Falls and North Bend, which, at times, threatened to take everything before it, including the towns themselves. Dick Wende was in the midst of it, as usual, looking after the trolley lines, and claims to have lost a good Stetson. Says the wind blew it away, at least he was around the office with one which looked "reclaimed." Mike O'Connor doesn't like the looks of it and probably will buy him a new one.

A month or so ago I reported the appearance of a large diamond on the third finger of a certain young lady in the Division Engineer's office, forecasting certain things to follow. Many denials followed the above report and the source of my information questioned to such an extent that I felt badly about putting any young lady in the wrong light and was just on the point of issuing a bulletin to the effect that the aforesaid remarks were without foundation, etc., etc., when we suddenly learned that the license had been issued, the knot tied, everybody promised to obey and the name is

changed from Ethel Keinholt to Mrs. J. F. Cushing. This all happened on January 31st and only goes to prove how utterly reliable the information contained in the Magazine is. Happy days, Ethel.

G. I. Russell, our baggage man at Tacoma, comes to the fore again in the solicitation of business, having obtained the routing of cream shipments via the Milwaukee. I don't know whether Russell was out soliciting business for the road when he ran onto this routing or whether he was out looking for an adequate supply of the lacteal fluid for home consumption. At least he passed out the cigars due to the arrival of a nine-pound baby girl at his home. Howsoever, everybody's happy and getting along nicely.

Tacoma's Bowling teams traveled to Seattle the other night and "rolled 'em" with the Seattle boys. One of the Tacoma teams won their game by 57 pins and the other lost by 50 pins so Seattle has the championship by three pins. Looks to me like we ought to have a little series with an odd number of games and see who wins the most games. Anyway everybody had a good time and understand "Popsey" Negley is out \$1.50 of his personal fortune due to some of the boys eating too much after the game.

Owing to reductions in the "MA" office, Ray Grummel is now at Sumner and our old friend Mike O'Connor, is doing all the work from 9:00 a. m. to 6:00 p. m. That makes lots of dots and several dashes for Mike and a new baseball club for Sumner.

Jack Smith, formerly refrigeration inspector at Tacoma, February first accepted a job with the Puget Sound Freight Lines with a decided enlargement of the monthly compensation feature. Good luck, Jack. The yards and docks will miss you, also the athletic club.

Lena Loewenstein, promoter of the athletic club, resigned effective February 1st and we now have Miss Elizabeth Gunther duly installed as stenographer and telephone switchboard operator at the superintendent's office. She is also from Puyallup and Adolph says they seem to raise pretty good stenographers out there. Those we have seen from there haven't been hard to get along with so I guess it's O. K.

Effective February 1st, Coast Division Engineer R. G. Webb, was promoted to the position of traveling engineer on the Trans-Missouri Division with headquarters at Harlowton. To Bob we extend congratulations and best wishes for your continued success and to the engineers of the Trans-Missouri we suggest you brush up on the air brake rules, Safety First, the viscosity of your fuel oil and you will be glad to make Mr. Webb's acquaintance.

Train Dispatcher E. W. Mitchell has been on the sick list the last week with a touch of the flu. Have been lots of colds around, but the spring-like weather we now have and good old Puget Sound showers, our worries along those lines are about over. Chief Dispatcher Whittemore was also on the sick list for a day or two, as well as Daisy Webb.

One of the young lady stenographers of the superintendent's office was slightly late a morning or two ago and the language which pervaded the atmosphere was nobody's business. Wouldn't mention any names, but understand it was all because the Dodge was frozen up and wouldn't percolate.

Hot Shots from the West T. M. Branding Iron

Helen Kirwan

THE fire didn't exactly die out, but it got a late start. Have had a lot of inquiries for the "molten metal," etc., which all goes to show that folks are reading the Mag. and are anxious

Watches, Jewelry and Diamonds

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

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

Easy terms to railroad employes

CHAS. H. BERN

Est. 1896

Main Floor, Adams St. Elevator Lobby
Union Station, Chicago

Phone Dearborn 0591

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

— Fine Tailoring —

We operate two shops in the Union Station for your convenience.

Suits of fine imported fabrics made to measure at our Main Floor Shop. Also ready-to-wear clothes at moderate prices.

*Suits pressed while you wait—
fifty cents.*

Service Department, Room
386, for cleaning and repairing.
MAIN FLOOR SHOP, JACKSON BLVD.
Elevator Lobby

EST. **JOSEPH KAHN** 1904

UNION STATION CHICAGO
'PHONE RANDOLPH 7879

SAFETY RAZOR-BLADE (ANTI-DULL) SIMPLY WRAP THEM BETWEEN SHAVES

ANTI-DULL will preserve the cutting edge of any make safety razor-blades and keep them sharp as new and free from all rust for ages. By mail order only — postpaid **35c**
ANTI-DULL CO., 1006 Hill Bldg., Washington, D. C.

Von Platen-Fox Co.

*Manufacturers and
Distributors of*

**LUMBER AND FUEL
PRODUCTS**

Iron Mountain, Mich.

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

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

SAVE

SAVE

101

One hundred-one banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation. This great banking group serves the same territory as the Milwaukee Road.

Look for the emblem of the covered wagon.

NORTHWEST BANCORPORATION
RESOURCES OVER \$478,000,000



Mr. Markham needed \$300

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

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

**FIRST WISCONSIN
GROUP
MILWAUKEE**

You Can Safely Put Your Trust in the

Spokane and Eastern Trust Company

Founded 1890
Affiliated with Northwest
Bancorporation
SPOKANE, WASHINGTON

A CLEARING HOUSE BANK

FULLERTON STATE BANK

1423-27 Fullerton Avenue
CHICAGO

(One Block West of Southport Avenue)

First National Bank

in MILES CITY

MILES CITY, MONTANA

Capital, Surplus and Undivided
Profits - - - - - \$300,000.00

G. M. Miles, Chairman
H. H. Bright..... President
Oscar Ball..... Vice-President
T. O. Hammond..... Vice-President
J. C. Laughlin..... Cashier
W. C. Henderson..... Ass't Cashier
A. E. Schnad..... Ass't Cashier

First National Bank

of Everett, Washington

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

Established Since 1892

to get the news and plenty hot. More proof that the prodigal sons are reading it—Harry Grothe sent us a nice little note of appreciation—thanks a lot, Harry! And—more, but weeping and gnashing of teeth this time, John Wandell and Harry Miller, former Miles Cityites, made us suffer the pangs of remorse by raising their voices in angry protest on account of the utter neglect of them in this said column when passing out the Holiday Greetings. Well, Cherry Pie or Shamrocks ought to taste better to you two than Holly Berries any old time, so here's to you.

Several of our office force were on the sick list the past month, among them: Arnold Running, who spent a few days in the hospital but is back at work again; A. Hamre with a

bad cold, and Harold Fuller with a broken limb.

You know we have our ups and downs here same as they do on Wall Street—only our crashes come on the floor of the roller skating rink instead of on the stock market. Harold Fuller figured in the last one—suffering a broken limb. He is recuperating at his home in Moberge and we hope he will be able to return to the job, pronto.

Mr. Ed Cummings, of the Adjuster's office, was transferred to Seattle. We were sorry to lose Ed and Mrs. Cummings—they're jolly good fellows and left a host of friends here who wish them well in their new location.

M. W. Roark (Mike) is the new assistant claim adjuster at Miles City and, if he lives up

to his name—well, "Mike" will speak for himself. He's a kindred spirit anyhow, because he's from the "Tall Corn" country.

Jesse B. Franklin displaced Barney Hubbard as Mechanic's Clerk and Barney is now on temporary work in the Timekeeping Department.

The death of John Wise, son of Traveling Engineer W. H. Wise, came as a great shock to this community and our sincerest sympathy is extended to the bereaved family.

Dave Haggerty returned from his sojourn in the coast states and says, like all the rest of the natives, the weather is very "unusual" there at this time of the year.

A certain party from the Store Department who is an addict to roller skating says: "Sometimes you CAN tell a married woman—but you can't tell her much."

CLASSIFIED ADVERTISING

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

RABBITS—American Silver Fox (HOGAN STRAIN) and Standard Chinchilla. Raised outdoors in northern Wisconsin. All pedigreed. Prices reasonable. Write Weston Rabbitry, Box 100, Wausau, Wisconsin.

For Sale—A well kept farm of 160 acres with 140 acres under cultivation, balance timber. Good barn with stone basement; Kalamazoo tile silo, 12x35; good granary, corn crib, machine shed, hog house, chicken house; good 11-room house; best of water. Windmill and gas engine attached to pump. Farm well fenced; 1½ miles to P. O.; with R. F. D. running past farm; 4 miles to railway station. Good school adjoining farm. One of the best farms in Adams County, in a splendid state of cultivation and all buildings well kept up. If interested write for price and further information. W. J. Sullivan, 160 12th Ave., S., Wisconsin Rapids, Wisconsin.

For Sale—\$200 Edison phonograph and over forty choice records, all in 100 per cent condition, for but a fraction of original price. Would give buyer a great deal of pleasure. Write Mrs. A. J. Lathrop, wife of Local Agent, Wausau, Wisconsin. Address 515 Steubin Street.

For Sale or Trade—A ten-acre tract of fruit land located in sunny Alabama. Eight acres of this ten-acre tract were cleared and planted to fruit, six to grapes and two acres to peaches and pears. The land cost me to clear and plant \$250.00 per acre, but as the land has been neglected for years, we will sell for the bare value of the land, \$50.00 per acre, or trade for Wisconsin property of equal value. Write Neal Gregory, 347 24th St., Milwaukee, Wis.

For Sale—Essex coupe, '29 model, with rumble seat. Black with cream trim. Artillery wheels. In first-class condition. Address Assistant Editor, Milwaukee Magazine, Union Station, Chicago.

For Sale—A lovely home—7 rooms with bath and pantry; modern; 5 acres of land; family orchard of cherries, pears, peaches and apples, besides some small fruit. A beautiful view of lake and mountains, \$7,500—terms. Mrs. A. J. Thompson, Liberty Lake, Wash., Box 45.

For Sale or Trade—My farm of 80 acres a few steps from village; near depot, cheese factory and store. Well improved; \$10,000 of improvements; electric lights; on hard road; close to school. Beautiful location. Land in high state of cultivation. All fenced, hog tight. Emerson Parker, Lafayette County, Dunbarton, Wis.

For Sale—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—Large flowering Cannas, 12 kinds, 10c each or \$1.00 per dozen. Limited amount. Giant Banana leaf Cannas at 15c each. John H. Gray, 1112 Linn St., Yankton, South Dakota.

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—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—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.

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.

Edwin (Snoos) Carlson has also been on the sick list for the past week. Hope he soon recovers.

Editor Kendall says: "Send me your picture." Well, after that is published or printed or whatever they do to pictures—folks will excuse most anything they see in this column and it may work out all right, and then too, Nora Decco had hers in—first—as usual, but we don't mind playing second fiddle to Nora.

Robt. Johnson, machinist, is the proud father of an 8½-pound son. Congratulations, folks!

Anthony Biedrzycki has the sympathy of the entire male personnel of the shops. He allowed the tame goldfish and the pet fern to freeze in his wife's absence (that day—that "unusual" day when the thermometer registered below zero "Once" this winter.) The poor fish—erman?

And, Editor, please leave plenty of room in the next issue for us, because if Will (ie) Hauser, superintendent's secretary, and James (Jim) Brady, dispatcher's clerk, faw' down at the rink—they'll need a lot of space. And if we don't use it for these fellows (Longfellows), Jim may want the space to tell about the fire hazards around the Vananda coal dock which he has had occasion to inspect during the recent months. We suggest the following titles for his article: "Vananda by Moonlight"; "Why Did I Miss That Train"; "Forsyth, by

Daylight"; or it might be: "The Girl I Left Behind Me." Choose your own weapons.

Ira (Shorty) Rogers' car has been confined to the Miles City hospital—parking space—for the past few months. Its recovery is hoped for by its numerous admirers.

Ottumwa Chapter

Mrs. H. F. Gibson, Historian

THE first regular business and social meeting of the year was held in the club house on January 10. Mrs. M. Reynolds, president.

The usual reports and routine business was followed by cards and lunch. Mrs. J. P. Morlock, chairman of the Social Hour.

Mrs. George Sheridan and committee, consisting of Mrs. Harry Howard, Mrs. J. Weber, Mrs. Peters and Mrs. Wilson, held a very successful card party in the club house on January 17. Another of these delightful parties will be given on February 7, by a group of ladies consisting of Mrs. Herbert Cogswell, Mrs. Tom Kemp, Mrs. H. McCaughey, Mrs. J. P. Morlock and Mrs. J. V. Tuomey.

The Ways and Means chairman is planning a rummage sale for February 7.

Plans are now being made for our Annual Dance, which will be held this year in the Armory Hall, Thursday, February 13. We are very fortunate in securing Jack Mills and his orchestra of Sioux City, and are looking forward to a good attendance.

Terre Haute Chapter

Alice M. Church, Historian

THE January meeting of the Terre Haute

Chapter was held at the club rooms, January 16th, with a good number in attendance.

The reports of the various chairmen of committees showed that we have been very active during the year 1929, and have given help to quite a number of our railroad families. Our treasury showed a nice balance with which to begin the new year. We are starting the new year with several new members and hope there will be a large increase in our membership during 1930. The following committee chairmen were appointed: Mutual Benefit, Mrs. W. R. Barnes; Ways and Means, Mrs. V. E. Engman; Membership, Mrs. H. F. King; House and Furnishing, Mrs. W. G. Bowen; Constitution and By-Laws, Mrs. E. L. Kenney; Sunshine, Mrs. Charles Wilson; Scholarship, Mrs. O. G. Richards; Social and Entertainment, Mrs. F. L. Hedrick; Auditing, Miss Eleanor Faris.

After the business meeting the Social and Entertainment committee took charge and several contests were enjoyed, following which refreshments were served.

Our next meeting on February 20th will be a pot luck supper and after the business meeting a Washington Party and entertainment will be enjoyed.